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THE CORONET

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COMPANY MEETINGS.

SHANGHAI WATER WORKS CO., LTD.

The thirty-ninth annual general meeting of the shareholders in the Shanghai Waterworks Co., Ltd., was held on March 28th, at the offices of the Company.

Mr. L. J. Cubitt, who presided, said the total of receipts for 1918 amounted to Tls. 795,202.09 against Tls. 800,491.48, a decrease of Tls. 5,289.39. The total expenditure was Tls. 450,141.50 against Tls. 500,795.03, an increase of Tls. 119,345.24, thus making a net decrease in revenue of Tls. 439,434.07 for the year's working and leaving a balance in working account of Tls. 375,291.48 carried to credit of profit and loss account against Tls. 608,695.53 the previous year.

This is a result which can hardly be considered satisfactory to shareholders but is easily explained. The decrease in receipts is more apparent than real, as it is more than accounted for by the incidence of the intercalary month in 1917, but for this, the comparison would have been slightly in favour of 1918, although by no means commensurate with the increase in the quantity of water pumped.

EFFECT OF HIGH PRICES OF COAL.
As regards the increase on the expenditure side, increases in salaries and wages, both at the pumping station and at the office, repairs to engines, mains, hydrants, meters, etc., contribution to staff provident fund and sundry other items, are responsible for Tls. 30,000 only, the single item of coal making up the balance of nearly Tls. 90,000—due to the continued advance in prices, our supplies costing per ton, in 1918, 80 per cent. more than in 1917 and nearly three times as much as in 1914. Owing to the agreement under which this company supplies water to the community, any adjustment of charges can only be made with the consent of the Council, and it thus happens that the community has benefited at the expense of the company, upon whom the entire financial burden falls.

On July 25th the usual interim dividend of 20/- per share on 20,000 shares was declared and paid to Shanghai shareholders at 4/8d, absorbing Tls. 84,000.75.

After payment of this interim dividend, providing for interest on debentures, placing Tls. 20,217.35 to depreciation account and paying brokerage on sale of shares, debenture Trustees' fees and debenture transfer stamp duty, there remains, with Tls. 46,750.80 brought forward from the previous year, a disposable balance at credit of profit and loss account of Tls. 258,477.90 against Tls. 399,174.79 in 1917, which your directors recommend be dealt with as follows:—

Pay a final dividend for the year 1918 on 20,000 old shares of 25/- per share, \$25,000 at Ex. 4/6 124,444.44
Pay a bonus, on 20,000 old shares of 2/6 per share, \$2,500 at Ex. 4/6 11,111.11
Pay a dividend for the year 1918 on 3,000 new shares (issue of June, 1918) of 24/- per share, \$3,600 (10/- at Ex. 4/8d, 14/- at Ex. 4/6) 15,708.01
Pay a bonus on 3,000 new shares of 1/3 per share, \$187.10 at Ex. 4/8 833.33
Place to Stocks Reserve Fund 10,000.00
Place to Reserve Fund 38,549.78
Donate to the King's Fund for Disabled Soldiers, £1,000 at Ex. 4/6 4,422.98
Carry forward to New Account \$5,410.27 Tls. 258,477.90

The high level at which exchange remains makes it possible to maintain the former scale of dividend, but the decrease in net revenue necessitates a reduction on next year's bonus from 10/- to 2/6 per share.

FURTHER CAPITAL.
As mentioned in the report, following on the increase of the authorized capital to £1,000,000, 3,000 additional shares were offered and issued in June at a premium of £15 and these shares will participate proportionately with the rest in the dividend. Following the usual policy, the premium on this new issue, amounting to Tls. 198,307.88, has been placed to reserve fund which, with the proposed appropriation from profit and loss account will be brought up to Tls. 1,000,000. It should not be necessary to add greatly to this figure from profits for some little time, the premium to be expected from subsequent new issues probably affording a sufficient increase. I would here mention that the capital expenditure for the past year amounted to no less than Tls. 375,795.03, and there are further demands to be met in the near future. It is clear, therefore, that further capital will be required.

WATER PUMPED.
The total quantity of water pumped was 5,461 million gallons against 5,208 million in 1917, an increase of 253 million or 4.85 per cent., the daily average increase being 692,780 gallons. The largest quantity pumped in one day was 79,915,012 gallons, an increase over the previous record of 325,897 gallons.

The Company continues its policy of looking ahead and providing in advance for something in excess of normal requirements. During the four years which elapsed we have had to meet an increased daily average demand for water from 11,713,000 gallons to 14,963,000 gallons, or a total increase for the year 1918 of 1,187 million gallons, equal to 27 per cent. on the 1915 requirements. I think this serves to show that the management has a lively sense of its responsibility as the suppliers of the most important necessity of life in this community, and need not bear comparison with other services.

The report and accounts for the year 1918 were adopted unanimously.

(Continued on foot of next column.)

OTTOMAN AND YARN MARKET

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their report dated April 3rd, states:—

Since our last report on the 6th ult., our yarn market has been very dull and the volume of business small, only 2,340 bales being sold at a decline of \$5 to \$7 per bale.

The present very low rates in Bombay, the news of heavy shipments, and the sudden rise in exchange are chiefly responsible for this depressing change.

During the whole of the interval, holders have shown much eagerness to sell their stock at tempting rates, but the buyers, in view of above facts and in anticipation of a further decline in prices, have entirely refrained from making any spot or forward purchases, hence our market has remained very quiet with a downward tendency and quotations given are purely nominal.

The total sales during this interval amount to 2,300 bales; bargains in Chinese hands about 15,000 bales.

ARRIVALS.—The mail air, *Dumera* and extra strs. *Tenshin Maru*, *Chunshang*, and *Tjibodas*, from Bombay have brought in 12,393 bales for Hongkong, and 7,000 bales for Shanghai. Shipments from Hongkong to Shanghai, 1,700 bales. *Shanghai*.—A good demand had prevailed, especially in 12s yarn, during the past fortnight, but at the close the market is reported to be dull and drooping.

JAPANESE YARN.—Moderate business has passed in these spinnings. Quotations for sales are as follows:—300s bales Nagasaki No. 20s at \$275-\$287, 300 bales 3 Horses No. 16s at \$253, 3 Horses No. 20s at \$259, 1,500 bales Yellow Jess No. 20s at \$275-\$285, Setau No. 10s at \$213, Setau No. 20s at \$270, Blue Fish No. 20s at \$269.

RAW COTTON.—Bengal: no stock Chinese: 65 new bargains have been put through, but prices have declined \$5 per picul. Quotations: Bengal, \$43-\$47; Chinese, \$48-\$53.

STEALING A DINGHY.

At the Magistracy, yesterday, before Mr. C. F. Ome, Chinese boat-woman charged with stealing a dinghy.

The defendant stated that she bought the dinghy for \$5 as a present for her daughter. Mr. Orme fined defendant \$15.

The following resolutions were also carried unanimously:—

That a final dividend for the year 1918 of 25/- and a bonus of 2/6 per share be declared in respect of 20,000 old shares payable in Shanghai at exchange 4/8 per tael and that a dividend of 24/- per share payable in Shanghai at 10/- at exchange 4/8 per tael and a bonus of 1/3 per share payable in Shanghai at exchange 4/6 per tael be declared in respect of 3,000 new shares issued in June, 1918: proposed by the Chairman, seconded by Mr. A. W. Burkill.

That the directors be and are hereby authorized to donate the sum of £1,000 to the King's Fund for Disabled Soldiers.

WEIHAWEI LAND AND BUILDING COMPANY.

The annual meeting of shareholders of the Weihaiwei Land and Building Co., Ltd., was held on March 28th.

Mr. C. W. Wrightson (Chairman) said:—The working account shows a profit of Tls. 1,769.91 as compared with a profit of Tls. 2,358.55 last year. Rents were Tls. 535.42 more than in the previous year, but against this Tls. 1,335.25 more were expended on repairs, principally in Half Moon Bay, where all the surface drains, gutters and down pipes had to be renewed.

The balance at credit of profit and loss account, after crediting Tls. 1,311.14 as profit on sale of part of Estate No. 5, and transferring Tls. 1,000 to credit of renewals and improvements accounts, is Tls. 3,683.10, out of which it is proposed to pay a dividend of 3 per cent. or Tls. 0.69 per share, absorbing Tls. 2,304.40, and to carry forward the balance of Tls. 1,378.70. I would mention that we are faced with a further considerable amount to be expended on repairs this year, as all the bungalows must be painted inside and out.

Regarding the future, the Shantung question is apparently now being discussed by the Peace Conference in Paris, and as Weihaiwei is in Shantung, it is to be hoped that the future of Weihaiwei will also be settled. I should point out that, according to "The Weihaiwei Convention, 1898," Weihaiwei is leased to Great Britain for so long a period as Port Arthur shall remain in the occupation of Russia. According to the "Port Arthur and Taitienwan Agreement, 1898," Port Arthur was leased to Russia for 25 years with power to extend by mutual agreement.

According to the "Treaty of Peace between Japan and Russia, 1905," the lease of Port Arthur was transferred by Russia to Japan with the consent of China. And according to the "Sino-Japanese Treaty Respecting South Manchuria, etc., 1915," the lease of Port Arthur was extended to 99 years.

In view of the above, it is to be hoped that the lease of Weihaiwei will be extended to 99 years, and also that the proposed railway to Chefoo will be extended to Weihaiwei.

Insecurity of tenure has always been Weihaiwei's bugbear, and prevented any development, except on a very small scale by residents in the port, but with a settled future before it under British rule, I see no reason why Weihaiwei should not go ahead very rapidly, and in its advancement this Company should share, as it would then be able to obtain satisfactory returns on its, at present, undeveloped estate.

On the motion of Mr. Wrightson, seconded by Mr. Clark, the report and accounts as presented were passed and a dividend of three per cent. per share was ordered to be paid.

YING WA COLLEGE.

ANNUAL DISTRIBUTION OF PRIZES.

The annual distribution of prizes to the students of the Ying Wa College, last night, in the College Hall, was attended by a large gathering. The proceedings commenced with a musical entertainment, to which Miss E. Elison Cutts and Mrs. Caron contributed songs.

Dr. T. W. Pearce, the Headmaster, said that the school-roll consisted of 180 pupils, of whom 40 were boarders. The special mission of the school was to educate, in the interests of the Chinese Church, the sons of Church members, with such others as the school appealed to. Emphasis was laid on conduct, training and character. After passing through many vicissitudes, the school was now making sound progress, and it was hoped that the final object in view—that of acquiring a suitable building in which to further develop the school along the present lines—would be attained. The school prepared pupils for the local examinations of the University, and was successful in passing out of 8 candidates in the junior local examination. The endeavours of those who were carrying on the work was to maintain the atmosphere which Mr. Hughes had created, and to keep the College in a state of efficiency until the Headmaster returned from military service. (Applause.)

Mrs. Chan Ha then distributed the prizes, being in turn presented with a bouquet of flowers.

THE PRIZE LIST.

The following is the prize list:—
HUGHES' SCHOLARSHIP.—Yip Keung Ki.
SCRIPTURE.—Sheng King Chi.
CLASS 2.—1, Chan Seng; **2,** Chan Tat Hing; **3,** Tan Shui Wa.
CLASS 3.—1, Tse Ping Kwan; **2,** Sau Sui Chuen; **3,** Cheng Kong Cha.
CLASS 4.—1, Ho Nai Kan; **2,** Cheng Man Yung; **3,** Chin Yik Man.
CLASS 4.—1, Chan Tsung Kwan; **2,** Ko Ping Chik; **3,** Fu Shai Sz.
CLASS 6.—1, Chan Chim Wa; **2,** Lo Kai Ming; **3,** Chu Kwang Yin. Drawing, Choi Shu Fan.
CLASS 7.—1, Au Ping Kwong; **2,** Tse Ping Haag; **3,** Tsang Tung Man; Drawing, Au Ping Kwong.
CLASS 8.—1, Pon Tsoi Hon; **2,** Wong Cho Wom; **3,** Ho Hin Kan. Drawing, Pon Tsoi Hon.

ANNUAL SPORTS.

In spite of the inclement weather there was a large attendance at the College sports in the afternoon. The events were keenly contested. Fung In Kam won the Senior Championship, and Ng Wai Kuen the Junior Championship.

The following were the results:—

Long Jump (Senior).—1, Fung In Kan; **2,** Ng Wai Tak; **3,** Chan U Kim.
Long Jump (Junior).—1, Kwan Seung Ki; **2,** Ng Wai Kuen; **3,** Tang Yung Shum.
100 Yards (Senior).—1, Fung In Kan; **2,** Ng Wai Tak; **3,** Shui Sze Pik.
100 Yards (Junior).—1, Ng Wai Kuen; **2,** Ng Wai Keung; **3,** Tang Yung Shum.
100 Yards (Small boys).—1, Au King; **2,** Fu Ping Yee; **3,** Ho Yan Nang.
High Jump (Senior).—1, Chiu Sze Pik; **2,** Cheong Kong Cha; **3,** Fung In Kan.
High Jump (Junior).—1, Ng Wai Kuen; **2,** Kwan Seung Ki.
220 Yards (Senior).—1, Fung In Kan; **2,** Ng Wai Tak; **3,** Chiu Sze Pik.
220 Yards (Junior).—1, Ng Wai Kuen; **2,** Young King Tsak; **3,** Ng Wai Keung.
200 Yards (Small boys).—1, Cheung Hong Cha; **2,** Au King; **3,** Lam Tse Yung.
Three-Legged Race.—1, Chan U Kim and Chan Shing Yee; **2,** Chu Kwan In and Au Ping Kwong; **3,** Wong Cho Wim and Ho Cheung Chi.
800 Yards (Handicap).—1, Mak Shan Shek; **2,** Chu Kwan In; **3,** Lam Yung Yuen.
Quarter Mile (Senior).—1, Fung In Kan; **2,** Ng Wai Tak; **3,** Lam Yung Yuen.
Quarter Mile (Junior).—1, Ho Cheung Chi; **2,** Kwan Seung Ki; **3,** Young King Tsak.
50 Yards (Small boys).—1, Au King; **2,** Cheung Hong Cha; **3,** Fu Ping Yee.
Half Mile (Senior).—1, Fung In Kan; **2,** Mak Shan Shek; **3,** Lam Yung Yuen.
Half Mile (Junior).—1, Tang Yung Shing; **2,** Kwan Seung Ki; **3,** Ho Cheung Chi.
One-Mile Boy's Race.—1, Tsoi Hong Ming; **2,** Chan Shing Yan; **3,** Fung In Kwong.
Old Boys' Race.—1, Lam Hung Chi; **2,** No Chi To.
MATHEMATICAL RACE.—1, Chan U Kim; **2,** Wong Tai Sheng; **3,** Chung Man Yung.
Fug-of-War.—Class 3.

SAIGON RICE MARKET.

The Compagnie de Commerce & de Navigation d'Extrême Orient, of Saigon, in their report dated March 25th, state:—

The Japan rice market has collapsed during this last fortnight, but we do not think that the decline in the prices will continue because many steamers are expected to take cargo for Europe, and, as soon as the Government begin their purchases, prices will rise again.

The total amount of rice, exported from January 1st to March 17th is 184,003 tons against 288,072 tons in 1918. We quote to-day:—White Saigon Rice, No. 2 Bitted, Japan quality, Hongkong, \$8.90 per picul, f.o.b. Saigon, for March/April shipment.

THE LIABILITY OF PAWN-BROKERS.

AN INTERESTING APPLICATION.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, Chief Detective-Inspector Murlison made an interesting application for the return of a piece of jewellery belonging to a young Chinese boy that had been found in a certain pawnshop.

Mr. Mattingley, for the pawnshop, stated that a Police Sergeant went to the pawnshop and, on information given him by another party, demanded the return of the piece of jewellery. The pawn-broker was taken before the C.S.P., who retained the jewellery. Mr. Mattingley then wrote to the C.S.P. submitting that it was not within his jurisdiction to order the return of jewellery, whereupon the article was returned to the pawn-broker, and the present application was the result.

Evidence was given to the effect that the piece of jewellery, a gold star, had been presented by Mr. Ng Hon Tsz to the son of his friend, who had affixed it to his cap, which was subsequently either snatched or lost. Later on, an amah informed Mr. Ng Hon Tsz that she noticed the star in a shop, and Mr. Ng Hon Tsz identified it as his property.

Inspector Murlison contended that it was incumbent upon the pawn-broker to make enquiries, when the article was pawned, as to where the person had obtained it.

The pawn-broker stated that as there was nothing uncommon about the article he did not pay particular attention to it. The boy did not look a respectable person.

Mr. Ng Hon Tsz stated that the design for the star had been suggested by his wife, and he did not think it was common for boys to wear gold stars on their caps.

Mr. Mattingley submitted that if the article was ordered to be returned the pawn-broker should be paid the amount he lent on it. The pawn-broker was in an extraordinarily difficult position, because he could not detain a man merely on suspicion. Besides, the article was a very common one, and there was nothing to arouse the suspicion of the pawn-broker. If he detained a man on suspicion he stood the risk of being summoned for damages if his suspicion proved to be unfounded.

The Magistrate stated that the pawn-broker was protected by the Ordinance, but this argument was vitiated by Mr. Mattingley, who said the Ordinance expressly said "reasonable cause."

Inspector Murlison reminded the Magistrate that the pawn-broker himself had stated that the boy did not appear to be respectable.

The Magistrate remarked that he meant that the boy was not dressed like a gentleman. He considered the pawn-broker was partly to blame for not making inquiries. He ordered the return of the article on part payment to the pawn-broker.

HONGKONG GYMKHANA CLUB

TRAINING NOTES.

The following gallops were timed yesterday morning on the sand course, the going being very heavy:—

Pink Eye galloped a mile in 2min. 14.4-sec., covering the last quarter in 33.3-sec.

Malcolm covered a mile in 2min. 19.4-5 sec., taking 32.2-sec. for the last quarter.

Mayle galloped half a mile in 1min. 41-sec.

Swallow galloped a mile in 2mins. 19 sec., covering the last quarter in 33 sec.

Greyhound went over three quarters of a mile in 1min. 47-sec.

Wedding Bells, Rochester, Salamander, Vivat and Smokebox galloped three quarters of a mile each, taking 1 min. 45-sec., 1min. 38.2-sec., 1min. 37.3-sec., 1min. 45-sec., and 1min. 46.3-sec. respectively.

Viola (late Burst Length) galloped a mile in 2mins. 18.1-sec., taking 32.1-5 sec. for the last quarter.

Morning Star and Dalesman galloped three-quarters of a mile each, taking 1 min. 48.2-sec. and 1min. 47-sec. respectively.

THE CONSEQUENCE OF GAMBLING.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with stealing \$280 from No. 44, Lyndhurst Terrace.

Evidence was given that the mistress of the house sent the No. 1 boy to her bedroom to get her spectacles, and he found the door locked. A few minutes later defendant was noticed leaving the room and was caught by the boy. Defendant was accused of stealing the money, which was subsequently returned.

Defendant stated that he had lost money by gambling and needed \$5 to make good his losses.

Mr. Lindsell sentenced defendant to three months' hard labour.

STEALING FLOWER-POTS.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with stealing three flower-pots belonging to Mr. Tavares, of Caine Road.

Mrs. Tavares stated that she saw defendant carrying off the flower-pots. Defendant said he had been engaged by another man to take away the flower-pots.

Mr. Lindsell reminded the defendant that he had a previous conviction against him for a similar offence, and sentenced him to six weeks' hard labour.

CORRESPONDENCE.

POLICE RESERVES AND THE PEACE CELEBRATIONS AT HOME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR, If there is any truth in the rumour that a contingent of the local Defence Corps is likely to be sent Home, as in the case of the Diamond Jubilee and King Edward's Coronation, to take part in the Peace Celebrations, I think the Police Reserve has an equally strong claim to be included. By undertaking part of the responsibility for maintaining law and order in the Colony they have done good work and enabled more than sixty members of the Regular Force to go to the Front, and, in the event of any threat from outside, they or at least the British section would probably have been called upon to co-operate with the Military Forces. Yours faithfully,

MAC.

Hongkong, April, 3rd, 1919.

WAR MEMORIAL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR, I am surprised in reading through the various suggestions for a suitable War Memorial, that no one has suggested that the present monuments erected to the brave dead might receive some slight attention.

I expect there are many in and around the Colony, but one in particular, situated near Wanchai Market, is a disgrace to the Colony, and the uses it is put to now by the local coolies of the district is sufficient to prevent any European from venturing within about twenty feet or so of this particular spot. Monuments to brave men or famous men should be beauty spots; this particular one is anything but this.

I suggest that a small portion of the funds available for our War Memorial be allocated to provide a light artistic rail round this one and any other monuments in the Colony, with a few well-chosen shrubs or bushes, not dense enough to prevent the inscriptions on the monuments being read, placed inside or around the same. The difficulty which the local police have, to convince the coolies that the steps around the fountain opposite the Theatre are not beds or leaning posts, might also be borne in mind, as situated in the heart of the city, this particular ornament does not at present add to Hongkong's beauty when it is covered with the usual *habitués* of this favourite spot.

I think, sir, a few additions to our existing monuments, by one of our local architects would be money well spent and might convince the native population that we really do honour the memory of the particular persons the various monuments are erected for—

Yours sincerely,
ANOTHER BRITON.
Hongkong, April 3rd, 1919.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—No doubt your editorial to-day will be read with interest by many. What strikes me very forcibly in comparing the various propositions for a War Memorial is the lack of advocacy for the improvement and extension of hospital facilities for European residents. Could a more appropriate memorial be erected than a modern hospital, well equipped and staffed, where suffering and sick could receive the attention which often is sadly lacking under the present deplorable conditions? Hongkong is very much behind the times in many respects, and the hospital service is one that demands urgent and unstinted attention.—Yours, etc.,

"WILL WORKMAN."
Hongkong, 3rd April, 1919.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Again and again I see some more suggestions for a War Memorial. Your correspondent "Let We Forget" forces me to repeat, *let we forget*, that the most suitable proposal in the public interest is a Suspension Bridge across Hongkong and Kowloon. This we must not forget, for it will be a lasting memory to the Colony and an advantage to our local revenue. We must insist on this reasonable suggestion.—Yours,

NEVER TO FORGET.

Hongkong, April 3rd, 1919.

THE HOUSING PROBLEM.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR, To return once more to the housing problem, even at the risk of boring you and your readers, it appears to me that if anything is to be done reasonably quickly the people who want the houses should themselves move in the matter.

God helps those who help themselves, and, leaving Divine assistance out of the question for the moment, there are only two other sources from which any aid can be looked for one being the Government, and the other local capitalists.

The Government, with the best of intentions, must move very slowly, as every single step is the subject of a more or less lengthy minute, or minutes, which have to be "seen" and "passed" to you and "submitted" round all the Departments, and then, finally, when the papers are finished with here, they have to go Home, and goodness knows what may happen to them there.

Those local capitalists, who are likely to take an interest in development are already so interested in one of the existing land companies, that I don't suppose these gentlemen want to spoil their own market by building cheap houses.

My scheme, put very shortly and crudely, is this:

Let the people who want the houses form a Company amongst themselves, the capital to be determined by the number of houses wanted. Assume the number of houses wanted was one hundred, then the capital might be \$300,000.

Build five rooms, or four, roomed bungalows at Shatin, at the top of the creek, not far from the railway station, and give each bungalow half an acre of ground. Of course, the Government would have to be approached as to the price of the land. The Company could not pay the ridiculous price of three cents a foot, which, I believe, at present asked for undeveloped mountain-side.

Building should be cheap there, and the land easy to reclaim. Shatin is cool, healthy, and not too far out. The Government could improve the train service (it would pay them over and over again), and this could, if necessary, be augmented by a motor bus service.

Any further money required could be borrowed (perhaps from the Government at a low rate of interest) to own a house unless he held a certain number of shares in the Company, and the locality should be made a European Reservation.

Tennis courts and boating and bathing facilities could easily be provided for the community.

The bungalows should be cheaply built, cool, and not elaborate, and a scheme evolved whereby shareholders should buy the houses they live in by instalments.

I should think, though I speak with an entire absence of technical knowledge, that the whole cost of building the bungalows and levelling the adjoining ground should not exceed \$6,000 per house, if put out to tender, and done economically.

There's my scheme in the rough, sir, and I shall now await with interest a letter from some helpful critic showing how utterly futile it is.—I am, sir, your obedient servant,

"A PROSPECTIVE DWELLER-INTENDS."

AN APPEAL FOR THE GARRISON.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I should be grateful if you would allow me to make an appeal through your paper. The hot weather will soon be upon us, and cricket, football, and hockey, which have done much to brighten the past months, will be finished. Only those who have lived in barracks know how monotonous Army life can be without sport, and it is to help to relieve this that we are now starting a Garrison Tennis League in order to encourage tennis playing, not for the few but for the many. Tennis, however, is an expensive game, and there are already many clubs on Army pay, therefore any gifts of surplus rackets and balls, or even a net, will be very welcome, and, if sent to Room 65, Peak Hotel, will be gratefully acknowledged.—Yours truly,

REGINALD A. BUNDLE, C.F.
(Hon. Secretary).

Peak Hotel, April 3rd, 1919.

DR. BARNARDO'S HOMES.

"A HONGKONG RED."

The following subscriptions have been received up to date by Mrs. Pollock towards the provision of a "Hongkong Red" in memory of the Barnardo boys who died in the war, for which object the sum of \$500, to be invested in War Loan, is required:

The Hon. Mr. David Landale	\$100
Mrs. H. Hancock	50
Mr. M. P. Battie	50
"B" Anonymous	25
Mrs. Newall	25
Mrs. Dowbiggin	25
Mrs. Brown	25
Mrs. J. Heild	25
Mr. T. F. Hough	20
Mrs. Maxon	20
Mrs. Ormiston	20
Mrs. Shellin	10
"War Bonus"	10
Mrs. McMurgh	5
	\$415
Already acknowledged	713
Total	\$1,128

HONGKONG POULTRY ASSOCIATION.

AN INTERESTING CONVERSATION.

A meeting of the Hongkong Poultry Association was held, yesterday evening, at the offices of Messrs. Johnson, Stokes & Master. Commander C. W. Beckwith presided, and the others present were Messrs. H. B. L. Dowbiggin, E. M. V. R. de Sousa, F. Fisher, F. J. Macarthy, F. H. Dillon, J. C. Wong and B. L. Frost (Hon. Secretary), the reporter of the *Daily Press* helping to form a quorum.

RULES PASSED.

The rules governing the Association, which had been drawn up by a sub-Committee, appointed by the original meeting at the City Hall some time ago, were passed with one or two minor alterations. The yearly subscription-fee has been fixed at \$5, and there will be no entrance-fee. Life members will be elected on payment of not less than \$50.

Mr. H. B. L. Dowbiggin was elected a member of the Committee, in place of Mr. Longinotto, resigned. Mr. Fisher was appointed Hon. Treasurer.

THE FORTHCOMING SHOW.

Mr. Dowbiggin having mentioned that if there was any more rain the Gymkhana would be postponed till April 12th, the meeting expressed itself in favour of the proposal that the Poultry Show fixed for that date should be postponed until April 26th. It was decided to offer a challenge cup for competition amongst members at the forthcoming show.

THE MENACE OF BRAHMIN KITES.

During an interesting discussion, Mr. Dillon inquired if the Association could not ask the Government to do something in regard to the menace which poultry-breeders suffered from the Brahmin kites, which infested the island and the neighbouring peninsula. He himself had had many of his chickens taken by these kites, which sat among the branches of trees and swooped down just as they liked. Many of his Leghorns had been stolen by kites, and it was the same thing in all the surrounding villages.

Commander Beckwith said that Green Island swarmed with them—he was quite sure it was their breeding place. He himself had been robbed of chickens by kites, and many people on the Peak had had a similar experience. Most people had their fowl-runs protected by nets.

Mr. Dillon remarked that Leghorns did not thrive very well under such circumstances. Besides, there was the question of cost.

Commander Beckwith said that the Brahmin kites were splendid scavengers, an expression of opinion in which Mr. Dowbiggin concurred.

Mr. FISHER said there were some birds which could be shot, and he believed the kite came within the category.

Mr. DILLON observed that it was very difficult to shoot them; they were so watchful. He suggested asking the Government to enquire into the matter, with a view to finding out whether they did more harm than good.

Commander Beckwith thought it was hardly a matter upon they should approach the Government. He would like to look into the Ordinance, and if they were allowed to kill the kites they could do so without anyone's permission. The Chinese ate the flesh of the kites.

Mr. DILLON mentioned that he shot one recently, which his gardener sold for \$2.

Mr. FISHER said that the Chinese considered the food very good for asthma. Commander Beckwith stated that gon-fused fishing-nets could be got easily and these, spread over a run, would prevent good protection against kites. They need not stretch right over the run; strips here and there would suffice.

Mr. DILLON replied that recently he visited Mr. Longinotto's place and saw nets put up here and there, and, while two ladies and he were looking round, Mr. Longinotto had some of his chickens stolen by kites.

Commander Beckwith said that it would be best to look into the Ordinance on the subject of the kites.

Mr. DILLON said that it was better to poison them on Green Island than to shoot them; by so doing they would get a far larger number. He thought they could ask the Government's permission to have the dead dogs taken to Green Island, and, after feeding the kites regularly on the carcasses for about three weeks, poison the dog one day and so kill as many birds as possible.

WHICH IS THE BEST BREED OF FOWLS?

The discussion on the kites, having concluded, Mr. Dowbiggin asked the members which breed of fowls they had found the most successful in Hongkong. Mr. DILLON replied that his experience showed that Leghorns were the best, especially if one had a little woody portion of ground where the chickens could roam about and pick up insects on which they thrived so well. If Leghorns were kept within a fowl run and fed on recognised foods they generally died from indigestion.

Mr. Frost asked whether it was not best to rear cross-breeds.

Mr. DILLON said it was not good policy to rear cross-breeds. "It had been tried in the past and had failed. If one had Leghorns, one ought to stick to Leghorns and not try to cross them with anything else."

(Continued as foot of next column.)

ENGINEER COMPANY'S DINNER.

TRIBUTE TO CAPTS. RUSSELL AND JAMES.

Captains Russell and James were entertained at dinner, on Wednesday evening, at the Hongkong Hotel by the Officers and N.C.O.'s of the Engineer Company of the local Defence Corps. Capt. Russell, who has been in command of the Company during the whole period of its arduous duties on the Defence Electric Lights from August, 1914, to the Armistice, leaves for Home next Tuesday on leave. Captain James, who was on the *Triumph* when she was torpedoed in the Dardanelles, was attached to the Engineer Company in 1915 and has just severed his connection with the Company.

After the toast of "The King" had been honoured on the proposal of C.Q.M.S. Fitz-Gibbon.

Lieut. Hall proposed the toast of "Our Guests," Captains Russell and James. He referred to the difficult task with which Captain Russell was faced in the early days of the war, with a small Company, to which was entrusted a large share of the nightly manning of the defence lights of the Colony. Captain Russell had, however, overcome all difficulties and when the lights were closed down he had under his command a large well-trained unit some 200 strong.

Capt. Russell, in reply, thanked the Officers and N.C.O.'s for their loyal and ready co-operation during the past four years. There had been many difficulties at times to be overcome, but he had always been able to rely on the N.C.O.'s for efficient D.E.L. work and for zealous assistance in bringing into shape the new elements continually being absorbed into the Company. He desired specially to mention the excellent work done by C.S.M. Kynoch and Sergt. Harrington. He hoped that during his absence the Company would carry out its duties as thoroughly and loyally under Lieut. Hall as they had under him.

Captain James explained the circumstances necessitating his retirement from the Company. He was able to endorse all that Captain Russell had said as to the splendid work performed by the N.C.O.'s of the Engineer Co. during the war. Thanks in no small measure to their zeal and energy, the Company was to-day a thoroughly efficient D.E.L. unit, capable of performing any work in connection with the Colony's defence lights. He would like to add Sergt. Everest's name with those specially mentioned. During the war the Engineer Company had been very hard worked and had not been able to devote much time to drill. He hoped, however, that they would now take up their drills as keenly as they had performed their D.E.L. duties during the war, so that the Engineer Company might be able to say that not only were they the most useful unit of the Corps but also second to none on the parade-ground. Sergt. Harrington then spoke on behalf of the N.C.O.'s of the Company.

An enjoyable musical programme was rendered during the evening. Among those who kindly contributed were Messrs. Geo. Grimley, Brown, Hall, Wood, Day, Hamer, Fitz-Gibbon, Fleming, and Mackay.

Commander Beckwith said he had crossed a Leghorn with a Langshan and the eggs had been very small—only slightly larger than those of Chinese fowls; whereas the Leghorns usually laid large eggs.

Mr. DILLON gave it as his opinion that Langshans were not worth the ground they stood upon. He would never go near them.

Commander Beckwith pointed out that they were a good table-fowl.

SNAKES!

The discussion next veered round to the subject of snakes, and, Commander Beckwith having stated that he had suffered some loss through them, Mr. DILLON announced that the best way to keep snakes away from a fowl-run was to rear geese. Snakes would not come near geese.

Commander Beckwith suggested that it was, perhaps, the hiss of the goose that frightened the snakes.

Mr. DILLON said that, if a gander was kept with a brood of chickens, it would fatten the brood very well indeed. He had tried this very successfully.

Commander Beckwith mentioned that geese, unfortunately, would not keep rats away. He had lost five of his hens recently through rats, and wished someone would suggest something to meet the menace from them.

Mr. DILLON thought the best thing would be to train up a kitten to take care of the chickens. The rats would certainly keep away if there was a cat about.

Commander Beckwith said that the rats might eat up the kitten. (Laughter).

WANTED—SOME PRIZES.
Mr. DILLON next suggested that the Association should offer some prizes for competition amongst members at the forthcoming show. They were giving away everything, but got nothing in return. They paid fees to the Association, fees to enter their poultry at the show; and they would have to pay an admission to the show.

Mr. Dowbiggin asked what were the nature of the prizes at the show. Mr. Frost did not know. Mr. Gogg was in sole charge of the show. He supposed it would be the same as last year.

Mr. De Sousa said that last year they gave certificates. There were also a few cups, presented by local gentlemen.

Mr. Frost believed that Mr. Gogg had several promises of cups for the forthcoming show.

It was decided that the Committee of the Association should consult Mr. Gogg in regard to the prizes.

There being no further business, the meeting terminated with a vote of thanks to the Chairman.

BE PREPARED

FOR THE WET SEASON.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A NEW STOCK OF

RAINCOATS

FOR LADIES AND GENTLEMEN.

IN THE WORLD RENOWNED

BURBERRY WEATHER PROOF CLOTHS

AND

ZAMBRENE TRIPLE PROOF CLOTHS

ALSO

RUBBER PROOFED COATS

AND

SILK OILSKINS.

A LARGE ASSORTMENT OF

UMBRELLAS

AT MODERATE PRICES.

LANE, CRAWFORD & CO.

VICTORIA THEATRE.

TO-NIGHT! 9.15 p.m. TO-NIGHT!

The Girl everybody wants to see

MRS. CHARLIE CHAPLIN

(Mildred Harris).

In The Great Lots Weber Production

"THE PRICE OF A GOOD TIME."

MATINEE

SUNDAY, April 6th, at 6 p.m.

A SOUL ENSLAVED.

An Emotional Drama, featuring Cled Madison.

BOOKING AT ANDERSON'S.

[141]

MACARONI, VERMICELLI, NOODLES,

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply—CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2383.

Manufacture:—19/23, ARGYLE STREET, Mongkok, Tel. No. E268.

Hongkong, March 3rd, 1919.

Powell Ltd.

TELEPHONE 346

HIGH-CLASS GENTLEMEN'S OUTFITTERS.

NEW STOCK OF ENGLISH AND AMERICAN FOOTWEAR

For DRESS or SERVICE WEAR.

SMART BOOTS and SHOES

IN BLACK AND BROWN.



NEW ADVERTISEMENTS

AMERICAN CONSULAR SERVICE.
Consular Notification.

THE attention of STEAMSHIP AGENTS and OPERATORS is called to the fact that instructions have been received from the Department of State revoking its circular requiring crew lists of all vessels proceeding to the United States to be visited by this Consulate General, and such lists are no longer required.

GEORGE E. ANDERSON,
Consul General
Hongkong April 2nd, 1919. [576]

WANTED.

WANTED CAPTAIN for British Steamer.
Apply—
GERMANY CIGAR STORE,
18, Nathan Road,
Kowloon. [677]

WANTED.

STENO-TYPIST (Lady) seeks position from May 1st.
Reply—
Z.Y.X.,
Care of "Daily Press" Office [578]

SOMETHING NEW
WISEMAN'S TEA.

Our own packing and blending from the Choicest Ceylon and China Teas.

— TRY IT —
1lb. Tins 80 Cents. [679]

NOTICE.

MESSENGERS W. G. HUMPHREYS & CO., OF CANTON, have this day been appointed our Agents for the HONGKONG DAILY PRESS, LTD.
April 1st, 1919. [579]

HONGKONG GYMKHANA CLUB.

THE FIRST GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, TO-MORROW (SATURDAY), APRIL 5th, 1919, commencing at 3.15 P.M. The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Free. The Committee invite the Ladies of Hongkong to be present.
Hongkong, March 29th, 1919. [549]

LOST OR STRAYED.

A ROUGH HAired WHITE TERRIER, with Black Ears and Black Patch over one eye, on March 27th, between the Hongkong Club and Prince's Buildings at about 7 P.M. Will find kind return, say, Messrs. S. J. DAVID & CO., LTD., Prince Building. Will willingly reward. [572]

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

OWING to Military Requisition, the Company respectfully announces the necessary cancellation of passage bookings made for the following sailings:—
"MONTREAL" 5th April.
"EMPEROR OF RUSSIA" 1st May.
"EMPEROR OF JAPAN" 14th May.
"EMPEROR OF ASIA" 29th May.
Refund in full of all passage money paid will be made on application to—
P. D. SUTHERLAND,
General Agent, Passenger Dept [566]

WRECK OF S.S. "QUANICO."

NOW lying on Tablas Island. Bids for this vessel as she lies will be received at this Office up to April 20th, 1919. The right is reserved to reject any or all tenders, or to sell the wreck before the above date.
MACLEOD & CO., Inc., Manila, P.I. Correspondents.
Board of Underwriters of New York.
March 31st, 1919. [566]

S.S. "CHI YUEN"
(LLOYD'S REGISTER NO. 892).

THE Undersigned are prepared to receive Tenders for the purchase of this vessel which has been damaged by fire, and is now lying at Raungoon.
Further particulars and copies of three independent Survey Reports on the ship can be inspected at the Office of Messrs. GILMAN & Co., Lloyd's Agents, Hongkong.
The buyer will be required to pay 10% of the purchase money on acceptance of the tender, and the balance on delivery of the ship, which must be taken at Raungoon within fifteen days of the acceptance of such tender.
Harbour Dues and other charges incurred from the date of acceptance of the tender will be for account of the buyer.
The undersigned do not bind themselves to accept the highest or any tender.
GEORGE GORDON & COMPANY,
LLOYD'S AGENTS,
RAUNGOON.
Telegraphic Address: "Gordon, Raungoon." [580]

STAMPS BOUGHT.

All Sorts of Postage, Revenue and Telegraph Stamps purchased in large quantities.
Cash or return mail.
H. ROSS-SHIELDS & CO.,
4, Eldon Street, London, E.C.2, England.
(Bankers: National Provincial & Union Bank of England). [305]

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at the Registered Office of the Society, Queen's Building, Hongkong, on THURSDAY, the 10th day of April, 1919, at 12 Noon, when the proposed Resolutions will be proposed as Extraordinary Resolutions:—

1. That the nominal silver capital of the Society as existing when this resolution is confirmed as a special resolution be converted into sterling and that such capital so converted be increased beyond the sterling equivalent of such silver capital when such conversion takes place to the sum of £200,000. Sterling divided into 200,000 shares of the nominal value of £10 each.
2. That each of the issued silver shares of the Society of the nominal value of £20 each with the sum of \$100 paid up thereon be converted into five shares of the nominal value of £10 each with the sterling equivalent of \$20 Hongkong currency at the opening T.T. rate of exchange on the date this resolution is confirmed as a special resolution credited as paid up thereon and accordingly that 80,000 shares out of the 200,000 shares of the nominal value of £10 each constituting the capital of the Society so converted and increased be distributed by the Board to the persons who are registered as shareholders of the Society on the date this resolution is confirmed as a special resolution in exchange for the silver shares then held by them.
3. That the Articles of Association be altered in manner following, namely:—
By the insertion after Article No. 107 of the following Article:
"107 (a). The Board may employ Employment of the funds of the Society which have been established pursuant to the provisions of Article 107 or any of them or any portion thereof (and that whether such funds or such portion as is proposed to be dealt with were set aside for the special purpose to which they are proposed to be applied or for any other purpose or not) in or for all or any of the following purposes, that is to say, in meeting contingencies, in equalizing dividends, in paying special dividends or bonuses, in repairing improving and maintaining any of the property of the Society, or otherwise in the business of the Society, and in or for such other purposes as the Board shall in its discretion think conducive to the interests of the Society and in regard to any such employment as aforesaid the Board shall not be bound to keep such funds separate from the other assets."
By the insertion of the following Articles after Article No. 108:
"108a (1). Any general meeting of the Society at which a dividend or bonus is declared or sanctioned may make a call on the members of such amount, at the meeting first but so that the call on each member shall not exceed the dividend or bonus payable to him and so that notwithstanding the provisions of Articles 10, 20 and 21 the call may be payable at the same time as the dividend or bonus or the dividend or bonus may, if so arranged between the Society and the member, be set off against the call. The making of a call under this Article shall be deemed ordinary business of an ordinary general meeting which declares a dividend."
(2). After any resolution has been passed under the provisions of paragraph (1) of this Article the Board may arrange on behalf of the Society for the dividend or bonus to be set off against the call by authorizing any person on behalf of the members from whom such call is due to enter into an Agreement with the Society providing for such dividend or bonus to be set off against such call and any Agreement made under such authority shall be effective."
(3). It shall be no objection to any resolution made under paragraph (1) of this article or to any call or arrangement made at which the resolution introduced during this Article and Article 107 (a) was confirmed as a special resolution provided that due notice of the intention to propose such first mentioned resolution and to declare such dividend or bonus and to make such call shall have been given prior to the General meeting aforesaid.
108 (b). Dividends may be paid in Hongkong Currency at exchange for such rate of exchange as the directors may determine or in sterling at exchange for such rate of exchange as the directors may determine, or in the case of interim dividends, as the Board may determine."
Should the above resolutions be passed by the requisite majority they will be submitted for confirmation as special resolutions to a second extraordinary meeting which will be subsequently convened.
Dated the Twenty-eighth day of March, 1919.
By Order of the Board,
C. MONTAGUE EDE,
General Manager. [535]

NOTICE.

MR. EDWARD VICTOR DAVID PARR and Mr. ERNEST CALDWELL RICHARDS have this day been admitted Partners of our Firms in Hongkong and Shanghai.

MACKINNON, MACKENZIE & CO.,
Post Box No. 113,
23, Des Voeux Road Central,
Hongkong, April 1st, 1919. [563]

NOTICE.

THE AGENCIES OF THE PENINSULAR ORIENTAL STEAM NAVIGATION COMPANY, THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED, and THE "APOAR" LINE OF STEAMERS, in Hongkong, have this day been transferred to Messrs. MACKINNON, MACKENZIE & CO.,
MACKINNON, MACKENZIE & CO.,
Post Box No. 113,
23, Des Voeux Road Central,
Hongkong, April 1st, 1919. [564]

MIDWIFERY.

A QUALIFIED MIDWIFE, trained in Scotland, is open for engagements. Write—
Mrs. McLEWEN,
Government Civil Hospital. [441]

INTIMATIONS

BRITISH TRADERS INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company, Queen's Building, Hongkong, on THURSDAY, the 10th day of April, 1919, at 6 o'clock P.M., when the proposed Resolutions will be proposed as Extraordinary Resolutions:—

1. That the nominal silver capital of the Company as existing when this resolution is confirmed as a special resolution be converted into sterling and that such capital so converted be increased beyond the sterling equivalent of such silver capital when such conversion takes place to the sum of £1,000,000 Sterling divided into 200,000 shares of the nominal value of £5 each.
2. That each of the issued silver shares of the Company of the nominal value of £33.33 each with the sum of £66 paid up thereon be converted into three shares and two fifths of one share of the nominal value of £25 each with the sterling equivalent of £7.35 Hongkong currency at the opening T.T. rate of exchange on the date this resolution is confirmed as a special resolution credited as paid up thereon and accordingly that 81,000 shares out of the 200,000 shares of the nominal value of £5 each constituting the capital of the Company so converted and increased be distributed by the Board to the persons who are registered as shareholders of the Company on the date this resolution is confirmed as a special resolution in exchange for the silver shares then held by them.
3. That the Articles of Association be altered in manner following, namely:—
By the insertion after Article No. 106 of the following Article:
"106 (a). The Board may employ the funds of the Company which have been established pursuant to the provisions of Article 106 or any portion thereof (and that whether such funds or such portion as is proposed to be dealt with were set aside for the special purpose to which they are proposed to be applied or for any other purpose or not) in or for all or any of the following purposes, that is to say, in meeting contingencies, in equalizing dividends, in paying special dividends or bonuses, in repairing, improving and maintaining any of the property of the Company, or otherwise in the business of the Company, and in or for such other purposes as the Board shall in its discretion think conducive to the interests of the Company and in regard to any such employment as aforesaid the Board shall not be bound to keep such funds separate from the other assets."
By the insertion of the following Articles after Article No. 107:
"107a (1). Any general meeting of the Company at which a dividend or bonus is declared or sanctioned may make a call on the members of such amount as the meeting first but so that the call on each member shall not exceed the dividend or bonus payable to him and so that notwithstanding the provisions of Articles 10, 18, 19 and 20 the call may be payable at the same time as the dividend or bonus or the dividend or bonus may, if so arranged between the Company and the member, be set off against the call. The making of a call under this Article shall be deemed ordinary business of an ordinary general meeting which declares a dividend."
(2). After any resolution has been passed under the provisions of paragraph (1) of this Article the Board may arrange on behalf of the Company for the dividend or bonus to be set off against the call by authorizing any person on behalf of the members from whom such call is due to enter into an Agreement with the Company providing for such dividend or bonus to be set off against such call and any Agreement made under such authority shall be effective."
(3). It shall be no objection to any resolution made under paragraph (1) of this article or to any call or arrangement made at which the resolution introduced during this Article and Article 106 (a) was confirmed as a special resolution provided that due notice of the intention to propose such first mentioned resolution and to declare such dividend or bonus and to make such call shall have been given prior to the Confirmatory meeting aforesaid.
107 (b). Dividends may be paid in Hongkong Currency at exchange for such rate of exchange as the directors may determine or in sterling at exchange for such rate of exchange as the directors may determine, or in the case of interim dividends, as the Board may determine."
Should the above resolutions be passed by the requisite majority they will be submitted for confirmation as special resolutions to a second extraordinary meeting which will be subsequently convened.
Dated the Twenty-eighth day of March, 1919.
By Order of the Board,
C. MONTAGUE EDE,
General Manager. [536]

NOTICE.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CERTIFICATE No. 6910 of the above Company for 50 Shares of the Company numbered 30099/710 and 30711/25 and Certificate No. 6911 of the said Company for 100 Shares of the Company numbered 1063/1067, 11497/540 and 30731/46 both in the name of Solomon Sassoon Esquire, and dated the 17th day of May, 1917, have been CANCELLED by the Company and no rights thereunder will henceforth be recognized. New Certificates for the said Shares have been issued to and in the name of the said Solomon Sassoon Esquire in place of the Original Certificates referred to above.
Dated the 31st day of March, 1919.
By Order of the Board of Directors,
R. DYER,
Chairman.
THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED. [548]

INTIMATION



THE BEST PREVENTATIVE OF

INFECTIOUS AND
CONTAGIOUS
DISEASESWATSON'S
HYGIENOL,

A HIGHLY CONCENTRATED

AND PERFECTLY SAFE

DISINFECTANT.

SOLD ONLY BY

A. S. WATSON &
CO., LTD.,

TEL. 18.

ACKNOWLEDGMENT.

HENRIETTE P. NORONHA and family desire to thank their friends for their kind expressions of sympathy in their sad bereavement, and the beautiful floral tributes sent. [576]

HONGKONG OFFICE: 10A, DES VOUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 4th, 1919.

DISPOSITION OF THE
BRITISH NAVY.

BRITONS throughout the world will welcome the announcement that in future the British Navy will be divided into a Home Fleet and seven foreign squadrons stationed in the Atlantic, West Atlantic and Mediterranean, at the Cape, South America, the East Indies and China. The China Squadron was gradually reduced from 1902 onwards, all the battleships being withdrawn in 1905. This change became possible after the Russo-Japanese War, when, in view of the fact that our Far Eastern Ally undertook to a large extent the duties performed up to that time by the British Navy, it was not considered necessary to maintain such a strong British squadron in those waters as formerly. That was the explanation given at the time, and as far as it went, it was true. But while Japan's co-operation made the withdrawal possible, it was the growing menace of the German Navy, in the North Sea, which made it necessary, in order that we might have as many ships as possible near Home. That this policy was fully justified was shown in 1914, when, as a consequence of the strategic disposition of our sea forces, we were able to pin the powerful German High Seas Fleet within its own harbours directly war was declared. Nevertheless, it was very much resented at the time by overseas Britons, who feared that it would be interpreted by foreign nations as a sign that the trident was slipping from Britannia's grasp. This fear was not without foundation, but the lesser of two evils had to be chosen. Happily, the danger in the North Sea has now disappeared, and it is possible once again "to show the flag" in distant waters, in some of which it has been rarely seen of recent years. As a result of this change, any prestige which we may have lost in the

past will be more than restored, for our ships of war will be tangible evidence of our supremacy on the seas.

The prospective increase of the China Squadron emphasises anew the desirability of securing an extension of the lease of Wei-hai-wei for ninety-nine years. Under the Convention of 1898 this territory was leased to Great Britain for so long as Port Arthur should remain in the occupation of Russia. In 1905, Port Arthur was transferred to Japan, which in 1915 obtained an extension of the lease to ninety-nine years. The time seems ripe, therefore, for a similar application to be made to China by Great Britain. The present insecurity of our tenure naturally arrests development. Another question which arises out of the new disposition of the Navy is that of the future of Cyprus. The island, which is the third largest in the Mediterranean, was taken from the Turks and occupied by the British under the Treaty of Berlin. Soon after the outbreak of war it was formally annexed by Great Britain with the full concurrence of the inhabitants. Later on, it was offered to Greece by Sir EDWARD GREY, without consulting Parliament, as an inducement to her to join the Allies, but the offer was not accepted. Now the request is being made that Cyprus may be ceded to Greece. While fully persuaded that, if there is any such thing as political gratitude, "British and Greek interests will always be identical," the wisdom may be doubted of placing in the hands of a small and weak nation, from which it might be rudely torn, this island situated at a point where our sea communications with the Near and Middle East could be threatened. Our experience in connection with Heligoland should serve to make us cautious. The short-sightedness of Lord SALISBURY in exchanging that island for German territories in Africa cost us dear during the late war. Lying less than thirty miles off the mouths of the Elbe and Weser, Heligoland forms the apex of the triangle in which the enemy's naval bases were situated, and its possession by Germany very seriously hampered the activities of our Navy. There is no mention, so far, of its return to Great Britain, which held it from 1907 till 1890, but the terms of the Armistice provide that its fortifications shall be dismantled.

For being in unlawful possession of six tons of opium dross a Chinese woman was fined \$25 by Mr. G. N. Orme, at the Magistracy, yesterday.

Mr. and Mrs. Beilby Alston, of the British Legation, left Peking on March 3rd for Tokio, where Mr. Alston is to act as *Chargé d'Affaires* in the British Embassy.

One case (one death) of bubonic plague, one case (one death) of small-pox, and one case (one death) of cerebro-spinal fever were reported in the Colony on Wednesday.

"The Stunts," who were to have had the stage for rehearsals of "Our Boys" to-morrow, have kindly conceded it to Pinkie's very last party, which will take place at popular prices that evening at 9.15 p.m.

A Chinese was sentenced to six weeks' hard labour and four hours' stocks, yesterday, by Mr. G. N. Orme for stealing a pipe belonging to the captain of the *Lena*, which is undergoing repairs at the Taikoo Docks.

The *Malay Mail* understands that people disappointed in hopes of going Home by the *Marana* have been told to hold themselves in readiness to go by another steamer leaving at the end of April. *Verb sap.*

Lieut. Roy F. Scott, M.C., since being awarded the Military Cross, has been mentioned in despatches. Lieut. Scott is the son of Captain J. A. Scott of the *Siangyang Maru*, and is an old Shanghai Public School boy.

The marriage took place, yesterday, morning, at the Union Church, of Mr. W. L. Handyside, M.A., of Queen's College, and Miss Beatrice Kinross, daughter of Mr. A. R. Kinross, of the Hongkong and Whampoa Dock Company. The Rev. J. Kirk Macnechie officiated. The bride was given away by her father. Mr. W. Kay acted as bestman, and the bridesmaids were the Misses Kinross, sisters of the bride. After the ceremony, a well-attended reception was held at the Hongkong Hotel.

At the annual general meeting of the Nanking branch of the Patriotic League of Britons Overseas, it was stated that the receipts for 1918, amounting to \$8,536.21 and £137.0.7, were far in excess of any previous year, and that at the end of 1917, out of the 27 branches of the Patriotic League in China, Nanking still retained its position of fourth on the list.

Mr. A. Bolton and Mr. G. Henderson, of the Hongkong and Dock Company, who have been in charge of the salvaging of the N.D.L. steamer *Dagmar*, which ran on the rocks at Koh Phra on Friday, July 1st, 1910, have successfully completed their task, after four months' operations, and the *Dagmar* now lies, a weird spectacle, in the Bangkok Harbour.

The motor ambulance presented to the St. John's Ambulance Brigade on Wednesday was put into use for the first time yesterday. A Chinese coolie met with a terrible accident at the Naval Dockyard during fire-drill, his foot being completely severed. The ambulance, which was at the Central Fire Station, arrived within four minutes of the telephone message, and the injured man was removed to the Hospital, bleeding profusely.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

CHINESE FORCE TO PROCEED TO THE NORTHERN FRONTIERS.

PEKING, April 3rd.

Arrangements are proceeding for the dispatch of several Divisions of the National Defence Army to the Northern frontiers.

One will observe Col. Semenov's movement for the formation of an Independent State, which will possibly affect Mongolia; a second Army will guard the Urga-Kiahta line against Bolshevik intrusion.

[THROUGH REUTER'S AGENCY.]

CHINESE LABOURERS IN FRANCE.

LONDON, March 25th.

In the House of Commons, at question time, Mr. Winston Churchill stated that about 83,000 Chinese coolies were employed in France on March 8th, of whom about 4,000 would probably be repatriated by April 20th. No date had been fixed for the repatriation of the remainder, who would probably be required in France for some time.

ALLIED LOANS TO CHINA.

LONDON, March 26th.

Reuter learns that the Government has agreed, conditionally, to a British Financial Group participating in the new consortium for financing loans to China, which will entail the pooling of all financial and commercial concessions in China among the Allies concerned.

CANTON NEWS.

CANTON, April 3rd.

THE TELEGRAPH OFFICE IN SHAMEN.

The appointment of the new Superintendent of the Telegraph Office in Shamen having been rejected by the British Consul owing to the arrest of the former Superintendent, Dr. Wu Ting-fang has requested the American Consul to mediate in the matter. It is stated that the British Consul has agreed to recognise the new Superintendent if his predecessor is released, and the income of the office left untouched. The question is under consideration by the authorities and it is expected to be settled shortly.

We are informed that Ng Chor-sang, the former Superintendent of the Telegraph Office, is still detained in the Tachun's yamen for not having handed over the account book. He is well treated, and has only been ordered to hand over the cash belonging to the office.

THE GUNBOAT "XWONG HOI."

It is stated that a merchant has applied to the authorities for the charter of the gunboat *Xwong Hoi*. It will be remembered that this gunboat, which is the largest in Canton, has been twice sold to certain merchants after being disarmed, but on each occasion the sale was cancelled owing to non-payment by the purchasers.

PROTECTING THE ROWLOON-CANTON LINE.

The Tachun has ordered Commander Wong Chun-sin, ex-Military Superintendent of Kowloon, to lead his forces to protect the Canton-Kowloon railway.

CUSTOMS OFFICE RE-OPENED.

It is announced that the branch of the Kowloon Customs at Sha-Yu-ching, which was suspended owing to robbery, is now resumed, the authorities having sent troops for its protection.

GERMANS COQUETTING WITH BOLSHEVISM.

HUNGARIANS PROPOSE ALLIANCE WITH GERMANY.

ALLIES AGAIN NEGOTIATING WITH BOLSHEVIKS.

BELGIANS OCCUPY DUSSELDORF HARBOUR.

LORD MILNER ON INTER-IMPERIAL RELATIONS.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

CRISIS IN CENTRAL EUROPE.

MILITARY MEASURES AGAINST HUNGARY.

PARIS, March 30th.

The Council of Four is methodically working. They meet twice daily, and, though the utmost reserve is maintained in regard to the outcome of their deliberations, it seems certain that a certain amount of war material and equipment will be sent to Rumania, in view of the military measures necessitated by the establishment of Bolshevik rule at Budapest.

AN OFFER TO GERMANY.

COPENHAGEN, March 31st.

A message from Berlin states that reports were circulating in Berlin that the Hungarian and Russian Soviet Governments had offered to conclude an alliance with Germany. Enquiry evoked a semi-official statement that nothing was officially known of such offers.

AUSTRIAN RAILWAY STRIKE OVER.

VIENNA, March 29th.

The railwaymen decided to resume work at twelve to-night, owing to German-Austria having food for only three days.

It was stated in Vienna that one reason for the cessation of the railway strike was that it might be made a pretext for the occupation of German-Austria by large bodies of French troops, which, it was believed, would be despatched against Hungary and the Russian Bolsheviks.

NATIONALIST RISING IN EGYPT.

ENQUIRY TO BE INSTITUTED.

LONDON, March 31st.

In the House of Commons, in reply to a question, Major Wedgwood stated that an enquiry would be instituted into the causes of the recent outbreak in Egypt at the earliest possible date, but law and order must first be restored.

BRITISH RULE IN EGYPT CRITICISED.

LONDON, March 31st.

In the House of Commons, Mr. Winston Churchill, referring to the criticism that the situation in Egypt was due to the Military Government, remarked that whatever might be said of British soldiers, they were generally more in demand in every country of the world as law-givers and pacifiers than soldiers of any other country. (Cheers.) As a matter of fact, British rule, under which Egypt had prospered so enormously, had never been military, but civilian. In time of war, exceptional steps had been taken, but the country had been administered through civilian authorities.

THE PRELIMINARY PEACE TREATY.

PREPARING FOR THE GERMANS AT VERSAILLES.

PARIS, March 30th.

It is semi-officially stated that M. Dutasta, the Secretary-General of the Peace Conference, visited Versailles this afternoon, in order to arrange for the holding of the Congress for Peace Preliminaries.

As soon as the great Powers have finally decided the text of the Preliminary Treaty, the German plenipotentiaries, headed by Count Brockdorff von Rantzau, will be summoned to Versailles. About 200 Germans altogether are expected. They will be lodged in the Town Hall. Preparations for their installation will occupy at least three weeks, so the Congress cannot well open until after Easter.

THE PEACE CONFERENCE DELAYS OVER DANZIG QUESTION.

LONDON, March 31st.

It is now believed doubtful whether Mr. Lloyd George will attend the next sitting of the British Industrial Conference, to be held on April 4th. The Premier may remain in Paris where the Preliminary Peace agreement is being delayed by the German attitude towards the Danzig question, and problems connected with the line of demarcation of the Rhine Province.

FRANCE AND THE SAAR BASIN.

As regards the latter question, the chief difficulty arises from France's desire to annex the Saar basin, which the British and American delegates oppose. There has been much discussion touching the guarantees which France will receive against German aggression in the event of non-annexation.

THE RECONSTRUCTION PERIOD.

CREDITS WITH RUMANIA ARRANGED.

LONDON, March 31st.

Reuter learns that the Government have arranged to open credits with Rumania for the purchase of immediate necessities especially railway material. Complete equipment for 150,000 men will also be sent.

CANADA GRANTS A LOAN OF \$5,000,000.

LONDON, March 31st.

The Canadian Government is granting Rumania a loan of \$5,000,000 for the purchase of agricultural necessities.

POLAND.

NEW COMMANDER OF ALLIED FORCES.

PARIS, March 30th.

General Henrys is about to leave Paris for Poland, where to will take command of the Allied forces.

THE ALLIES AND RUSSIA. FRESH ATTEMPT AT NEGOTIATION.

LONDON, March 31st.

It is rumoured in Paris that the Entente Powers are opening fresh negotiations with M. Lenin.

BRITISH PRISONERS NOT MALTREATED.

LONDON, March 31st.

In the House of Commons, Sir Cecil Harmsworth stated that the number of British subjects detained by the Russian Bolshevik Government was not believed to be very large. Replying to the Government's intimation that the Bolshevik leaders would be held personally responsible for maltreatment of British prisoners, M. Tchitcherine denied that prisoners were in any way ill-treated.

WESTERN UKRAINE AGREES TO ALLIED WISHERS.

BERNE, March 30th.

The Government of the Western Ukraine has notified Paris that they acquiesce in the wishes of the Entente.

THE EX-KAISER. SIDE-LIGHT ON HIS LIFE IN HOLLAND.

LONDON, March 31st.

Mr. Harold Begbie, writing to the Daily Chronicle, from Amerongen, claims to have been admitted to an intimate interview with the ex-Kaiser. He says that Count Bentinck is not an old friend of the ex-Kaiser, whom he received to oblige the Dutch Government.

The ex-Kaiser, is not, by any means, a broken man. He is still full of energy, though his hair has turned white. But he has abandoned outings and wood-chopping, and his sole open-air exercise now consists of a half-hour walk round the moat.

At other times, he remains in his room reading to the ex-Empress, while she is busy with her needlework, and writing his autobiography.

The ex-Kaiser frequently expresses appreciation of the religious atmosphere of the Castle and does not fear a public trial. He anticipates spending a peaceful retirement in Germany.

THE MILITARY SERVICE BILL. COST OF ARMIES OF OCCUPATION.

LONDON, March 31st.

In the House of Commons, Mr. Winston Churchill, speaking on the Military Service Bill, said that the cost, in 1910, for the Army of Occupation, was estimated at £133,000,000, after deducting £70,000,000 which could be recovered from Germany.

It was expected to recover by salvage an amount two or three times greater than the cost of the Armies of Occupation for the current year.

THE "SMOULDERING CORRIDOR OF FLAME."

From the White Sea to the Caspian, there was a smoldering corridor of flame. Little States were in the direst peril, and immediately we brought back our Armies we would be powerless to influence the course of events in Europe.

THE DISTRIBUTION OF TROOPS.

The distribution of troops would be approximately as follows:—In Great Britain, 170,000; France, 120,000; in the Rhine, 204,000; in Italy and the adjacent regions, 10,000.

JUGO-SLAV DIFFERENCES.

The presence of troops in the last-mentioned areas was due to the request of both parties, we order to adjust lamentable differences between Italy and the Jugo-Slavs and prevent troubles between the local populations in those places where the troops of no other nation would be welcome. There were no troops anywhere engaged in a more merciful or beneficial task.

THE MIDDLE CAUCASUS AND MESOPOTAMIA.

In the Middle Caucasus there were 75,000 troops which, it was hoped, would be soon substantially reduced. They were retained at present merely to prevent uprisings, until decisions had been reached at the Peace Conference.

In Mesopotamia, there were 30,000; and in North Russia and Siberia, 25,000.

Of these Armies of Occupation, numbering 550,000, there were 208,000 non-combatants.

It was impossible to get the forces required by voluntary means before the Peace Treaty was finally ratified.

The Bill passed its third reading.

COURTS MARTIAL.

A NEW COMMITTEE APPOINTED.

LONDON, March 31st.

In the House of Commons, Capt. Guest said that Mr. Justice Darling would preside over the Courts Martial Committee, which would include Mr. Horatio Bottomley, M.P., Lord Hugh Cecil, M.P., Major C. Lowther, M.P., Mr. S. Walsh, M.P., Lord Cavan, Sir Felix Cassel, Major-General Childe, and Major-General Mellor, to inquire into the laws and rules of procedure regulating courts-martial both in peace-time and in war time, and make recommendations.

BRITISH LABOUR.

OBSTINACY OF WELSH MINERS.

LONDON, March 31st.

The South Wales Miners' Conference has rejected the Sankey award, and advised the miners, by a majority of 68 votes, against the acceptance of the recommendation of the Miners' Federation.

THE BLOCKADE.

RESTRICTIONS IN THE ADRIATIC WITHDRAWN.

ROME, March 31st.

The blockade of the Adriatic ceased at midnight on March 30th.

BRITISH TEA TRADE.

RE-APPEARANCE OF THE HIGH GRADES.

LONDON, March 29th.

The removal of the control on the price of tea yesterday resulted in a much larger supply being marketed. High quality teas are again on sale. China tea sold at 4/- and lower grade teas as low as 2/- per pound.

THE SILVER MARKET.

SINGAPORE, March 29th.

The price of silver is steady at 40 3/4-10d.

LONDON, March 29th.

Silver is quoted at 40 5/16-10d. The silver advance is due to the American exchange movement.

AERIAL DEVELOPMENT. TRANS-ATLANTIC FLIGHT PROPOSED.

ST. JOHN'S (Newfoundland), Mar. 30.

The British airmen, Hawke and Grieve, arrived to-day with a Sopwith aeroplane for a trans-Atlantic flight.

They propose to start on April 10th, and hope to reach the British Isles in nineteen hours.

EMPIRE-BUILDING.

A SPECIAL IMPERIAL CONFERENCE.

LONDON, March 31st.

In the House of Commons, at question time, Mr. Bonar Law stated that the Imperial Government would consult the Dominion Prime Ministers before they returned home, regarding the most convenient time and method for holding a special Imperial Conference to consider inter-imperial constitutional relationships.

EARLIER CABLES.

LORD MILNER FORESHADOWS IMPORTANT CHANGES.

LONDON, March 30th.

Lord Milner, interviewed by the Sunday Express, replying to the interviewer's suggestion that there were signs of impatience appearing in the Dominions, admitted that there was a centripetal tendency in the Empire to-day, with Great Britain and the Dominions thinking of their own affairs, but this was purely temporary. Not merely the blood shed on the battlefield, but the fact that hundreds of thousands of men from the Dominions lived among us for four years, had strengthened the sense of real brotherhood, which could never be destroyed.

This tendency was reflected in our constitutional machinery. Dominion Premiers had been called to the councils of the War Cabinet. This temporary expedient must become a permanent policy.

Continuing, he said:

"In every administrative act you ought think of the Dominions as friends and relations. The British Empire is not a Delian League. We are free and equal members of one community, and while we show no hostility to foreign friendly nations, still we will give preference in all things to our own family."

Lord Milner welcomed the decision immediately to relax the restrictions on trade with the Empire, pointing out that he was not responsible for them. Preference was a much wider thing than a mere matter of tariffs. Every nation in the Empire ought to settle its fiscal system on its own merits and then give preference to the others.

Preference embraced emigration, shipping, cables, and finance. Emigration should be directed, firstly, to the Dominions, secondly, to the United States, as a great free community with like ideals, and, lastly, to other countries like Argentina.

The Government and the Colonial Office believed in strengthening our own Dominions, our own friends and our own trade first. Similarly, as regards shipping, cables, wireless, and finance, the aim of the Centre of the Empire ought to be to help the sister communities before anyone else. A Committee of the Cabinet would be created to deal specially with Imperial issues and foreign policy for the Empire.

LATER.

The Prime Minister, the Colonial, Foreign and Indian Secretaries, and, probably, the Secretary for War and the First Lord of the Admiralty would be ex-officio members of such a Committee. Other Ministers could attend when the need arose.

There would also doubtless be a committee of the Cabinet for Home Affairs, while the whole Cabinet might meet as before to consider any great issue involving the fate of the Government.

The Imperial Committee of the Cabinet should be open to statesmen of the Dominions as the War Cabinet had been. The great point was that the representatives of the Dominions must permanently sit in the Imperial Committee.

Lord Milner said that the only way to solve this puzzle was that when the Dominions' Premiers could not be here, they should have prominent members of their Governments present to take their places. Thus, the representative would speak authoritatively in the Councils of the Empire, and be up-to-date in his own home politics. Such a Committee could have no direct executive power, except with the assent of the Dominion people, but it would have the greatest influence in shaping our policy.

THE OPIUM TRADE IN ENGLAND.

ENGLISH GIRLS AS CHINESE AGENTS.

Much has been learned about opium traffic through the Billie Carleton case (says The Star) but much remains unknown. The system, for instance, by which a market for opium was gradually transferred from the East to the West End was only built up after laborious years and on carefully laid plans.

Some 40 years ago I met in the East End two Englishwomen who had become so Chinese, through constant association with "Ching" that they had earned the sobriquets, "China-Faced Nell" and "Chinese Bertha." These two were, I believe, the first to begin the spread of opium to the uninitiated.

SELECTING THE FARTHEST GIRLS.

The system spread. "Ching" found it paid. He accordingly went into the streets, selected some of the prettiest girls he could find, and lavished luxury on them. For their rags and penury he gave them fine clothes and wealth, and after about four months with him they were sent forth into the West End to spread the cult.

In places like Leicester Square, they became acquainted with the wealthier kind of prostitute and played on the seamy side of life. They saw men several times, and at last, in the privacy of their own flats—provided by "Ching"—they would produce an opium pipe.

Amongst the debauchees and moral perverts opium became a point for weariness and worry. They introduced their friends to it. Chinese students helped to spread the scourge. These girls eventually spread to the stage.

The same thing goes on in the East End. But how a man or woman of any standing can enter an East End opium den after viewing it from the door for the first time, let alone revisit it after having smoked there, I cannot imagine.

A TYPICAL DEN.

I have seen many dens in my time, and I have never encountered such apparent poverty as they display—walls colour washed and pictureless, perhaps a broken chair or two, but generally a rickety table and a stool for all the furniture.

I was in a den a few weeks ago. One could hardly see across the room. Round the walls were a number of shelves, ship's bunk fashion, whose only covering was a piece of grass matting. On these shelves were men and women, young and old, in various stages of undress, some strongly holding under the drug's influence, others half comatose, and one or two still smoking.

A lighted lamp was still burning. The opium fumes—with a smell as of boiled potato peelings—filled the place. The window curtains were tight-drawn. On one side of the room a woman, superintending the boiling of some rice and the cooking of the opium.

This was the usual den twenty years ago. To-day things are practically the same, except that beds may often be found, scantily covered with grass matting, or cheap wool mattresses.

The smokers lie crossways on the beds in ungainly attitudes, slightly clothed and apparently oblivious of sex; being indiscriminately mixed. The same pipe passes all round, much as half a dozen men will take a pull at a mug of beer.

A DISGRACEFUL AFFAIR.

Do not imagine that this opium smoking is confined to London. It is prevalent in all big cities. I know at this moment a white woman who has gone over to the Chinese body and soul, and who travels the globe in the opium trade, changing her habitation as soon as the locality in which she lives becomes too hot for her. The existence in the East End of London alone of hundreds of these women living on food many an Englishman cannot buy, taking the best seats at the theatres, and living in well-appointed homes in the West End, proves the magnitude of the traffic.

Most of the opium that comes into this country is smuggled through the bilges and engine-rooms of cargo ships. The smaller quantities are hidden in the folds and seams of the men's clothing. A few days ago opium was detected in a seaman's kit.

Accredited agents well known to smugglers are always to be found at the docks. Others never leave their little grocery shops down Limehouse way, and to them come those with opium for sale, buy a pound of currency, go into the back parlour for a chat over what has happened since the two last meetings, and there exchange their contraband for enormous sums. "Ching" can well afford it, for he expects a huge price for the drug: A piece the size of a walnut will sell for £22 to £30 in the West End. Amazing fortunes have been amassed by Chinese in this illicit trade.

BRITISH CREW AND SURLY GERMANS.

The Steamer Stockport, with 600 German civilians on board, ordered for repatriation through Rotterdam, put back a short time after setting out from Hull, the master reporting that the crew had refused to sail without an armed guard. It is stated that when the Germans were taken on board they did not seem very anxious to leave this country. The crew described them as a surly lot, and when the vessel got into the river they decided that if the Germans turned awkward on the voyage they, numbering only thirty, would not stand much chance against 600. They, therefore, approached the captain and urged that they should be provided with military protection. It was pointed out that the Germans were unarmed, as they had previously been thoroughly searched, but the crew persisted in their demand, and the vessel put back. She sailed again, with an armed guard supplied by the Hull garrison.

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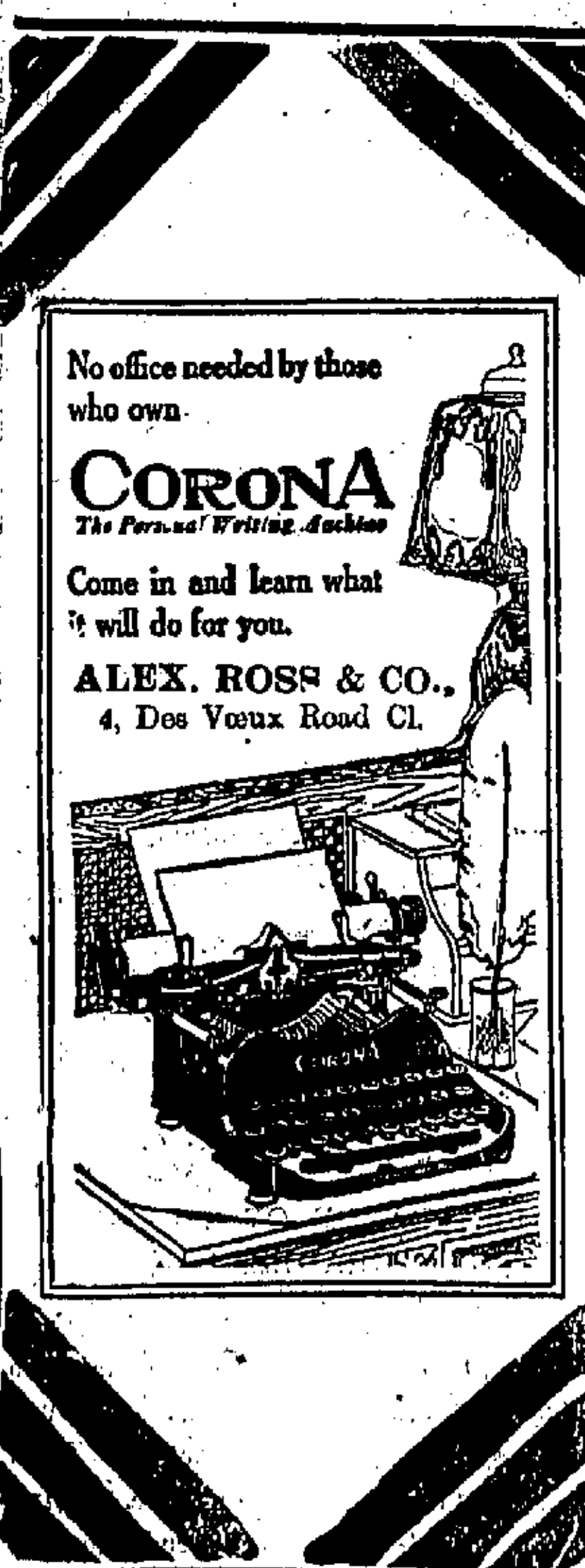
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INTERESTING SPEECH ON THE JAPANESE DIET.

FIRM ADHERENCE TO THE ANGLO-JAPANESE ALLIANCE.

TOKIO, March 29th.

To-day was the last day of the present session of the Diet.
In the House of Representatives, replying to interpellations concerning the abolition of racial discrimination, Viscount Uchida, the Minister for Foreign Affairs, stated that the Government, firmly believing in the fundamental principle of the League of Nations as an assurance of permanent peace in the world and the realization of justice and equality, had decided it advisable definitely to point out the necessity for removing legally established discriminations based on racial difference, in order to effect perfection and the glorious realization of the League of Nations. Particulars of Japan's proposals on the subject cannot, however, be published at the present moment.

With regard to the South Pacific Islands, Viscount Uchida said that the League of Nations Commission had practically adopted the principle of administration of the German colonies by mandate, but this was not final so far. The Government would not fail to act in a manner compatible with national interests.

The fullest support of the League of Nations by Japan would not affect and would not contravene the Anglo-Japanese Alliance and Japan had no intention to repeat that alliance.

LABOUR IN JAPAN.

The subject of International Labour Legislation had not yet been brought up at the Peace Conference. The Government would never lose sight of the importance of legitimate protection for labour interests, but labour conditions in Japan were widely different from those prevailing in Europe and America and, consequently, it was impossible to enforce uniform legislation in that connection. The Government would be very cautious in dealing with this question.

Particulars of the attitudes of the Chinese and Japanese delegates at the Preliminary Conference in Versailles over the Shantung problem could not be published at present, but the erroneous report regarding Japan's attempt to bring pressure on China in that connection had been spontaneously corrected by the Chinese Government in a memorandum published on February 10th, together with the representation made by the Japanese Minister.

THE JAPANESE IN SIBERIA.

The first purpose of the military operation in Siberia, which was to aid the Czechs and belogovs, had been effected, but the necessity still existed of maintaining peace and order in East Siberia. About 20,000 troops were still stationed there, but their action was strictly limited to that purpose and any form of interference with the internal administration of Russia was being scrupulously avoided. They acted only when the Bolsheviks endangered peace and order. It was difficult to say when the Japanese troops would be withdrawn, but it was understood that when peace and order were restored they would be withdrawn at once.

CHINA'S WAR PARTICIPATION ARMY.

Viscount Uchida stated that China's War Participation Army was organized for the purpose of co-operation with the Japanese army against the enemy, but since the conclusion of the peace conference, the Southern army suspected that, as it had not been disbanded, the purpose was to use it against them. Regretting that it was being used in China's internal politics, the Japanese Minister in Peking had been instructed to get the assurance of the Chinese authorities that they would not use that army against the Southern army in any manner likely to invite civil strife. China had replied on February 20th that the Armistice had been signed, but peace was not yet concluded. Viscount Uchida stated it was difficult to cease armed preparation; moreover, the disturbances on the Russian frontiers necessitate the existence of the Army, which, however, being for the purpose of participation in the war, would never be employed for Home politics.

China's reply, added Viscount Uchida, to the friendly note concerning the War Participation Loan assured that it would be given the most careful consideration and that China was not drawing on the bank deposit, advice concerning which had been served on March 1st.

ARMS FOR CHINA.

The arms supplied to China, in 1918, before the meeting of the Shanghai Peace Conference, was purely a commercial transaction. The agreement for the supply of arms had been suspended, and the Chinese Government had been informed of such suspension at the end of February. China's acknowledgment of this suspension till the conclusion of the Shanghai Peace Conference was received on March 22nd.

The policy of the Government in matters affecting China had been steadily carried on for the purpose of speeding up the reconciliation between the North and South. The Japanese Minister in Peking maintained the fullest exchange of views and understanding with the British, American and other Ministers.

AN AMERICAN REFUSAL.

Answering an interpellation concerning the refusal of the American troops to co-operate in the fighting near Blagoveshchensk, General Tanaka, the Minister of War, said that the report was true.

Asked if this refusal was not tantamount to insubordination to General Olin, the Commander-in-Chief of the Allied Forces in East Siberia, the Minister of War replied that General Olin's command must be understood to be effective only when consonant with the principle of American national policy. The

(Continued at foot of next column.)

ADMIRAL LORD JELlicoe.

WELCOME AT BOMBAY.

In splendid weather Admiral Viscount Jellicoe and Lady Jellicoe landed at the steps of Apollo Bunder at 5 p.m., on March 19th. On their landing a salute of seven guns was fired from the saluting battery. The South Staffords, with their band, and the Naval Brigade formed a guard of honour. Lord and Lady Jellicoe were received at the top of the steps by Admiral Grant, Commander-in-Chief, East Indies Squadron, who presented a number of high Government officials, including naval and military officers, the President of the Corporation and the Sheriff of Bombay. The Director of the R.I.M. then presented the officers of the R.I.M. Admiral and Lady Jellicoe were then conducted to a specially erected *shamiana*, where were gathered Ruling Princes, Consular representatives, Naval, Military, R.I.M., and civil officers, members of the Legislative Council and the Bombay Corporation, in large numbers. They entered the *shamiana* amidst thundering cheers from all. The Ruling Princes and Chiefs were then introduced to Admiral Jellicoe by the secretary, Political Department. On taking their seats on the dais the President of the Bombay Corporation, Rahimulla Currimbhoy Trochim, presented an address, welcoming Admiral Lord Jellicoe on behalf of the Bombay Corporation.

The address included the following: "You come to us as the representative of the Royal Navy whose glorious achievements during the anxious and trying period through which we have recently passed have won for it the admiration and gratitude of the free people of the world. Entrusted with supreme command of the mightiest battle fleet that has ever put to sea, you have earned world wide distinction by the success with which the Navy under your direction guarded the liberties of the Empire and her gallant Allies during the first critical stages of the war. We are deeply conscious of the fact that the freedom and security which this country along with the other Dominions of his Majesty our King Emperor has enjoyed is due in large measure to the skill, valour, and endurance of the officers and men of the British Navy. Not for the first time in the history of the world has the fleet stood between freedom and the forces of organised and brutal aggression."

Admiral Jellicoe, in reply, said: "Mr. President and members of the Municipal Corporation of Bombay, it is a great honour to receive at your hands, as representatives of the City of Bombay, the address of welcome which you have presented on my first landing in India, and it is a matter of no small satisfaction that the work with which I have been entrusted should commence at a port which has for centuries maintained so intimate a connection with the Royal Navy in the past. Your references to the achievements of the officers and men of the Navy during the war touch me deeply; for I can speak from personal knowledge of the unfailing courage, cheerfulness and patience of those whom it was my privilege to command for nearly two and a half years in the Grand Fleet and on the Baltic. I thank you most sincerely. The words which you address to me I take as a tribute to the war-work of the whole naval service; and it is matter of satisfaction to me that the officers and men of H.M.S. *New Zealand* include in their ranks representatives from almost every theatre of war in which the Navy has been engaged. Considering its work during the war, I feel it an honour to the Navy to include the officers and men of the Mercantile Marine who have contributed in so marked a degree to the victorious result. The lessons of sea-power and its vital importance to the British Empire have never been so prominent in the minds of the subjects of our King-Emperor as they are to-day. I am deeply sensible of the kind of my visit to India, and thank you warmly for your good wishes and the hopes you have expressed as well as for the marked honour you have paid me. I shall ever remember with gratitude the warm welcome extended to me to-day by the inhabitants of this historic city."

The party left the *shamiana* amid a great ovation, to call upon H.E. the Governor. Lord and Lady Jellicoe then drove to Government House, Malabar Point, escorted by the Governor's bodyguard, through streets lined with blue-jackets and soldiers. All along the route the houses were gallantly decorated, and the populace cheered the Naval hero as he passed.

The Governor paid Lord Jellicoe a return visit at 6.30 p.m.

Admiral Lord Jellicoe left for Delhi by special train.

refusal of the American troops to co-operate in the fighting near Blagoveshchensk was most likely due to a difference of conception concerning the Bolsheviks between Japan and America. Asked who were the Russian authorities, the Minister of War replied, "The Omsk Government."

Asked if the support given to the moderate elements in Russia did not amount to interference in the internal politics of Russia, General Tanaka replied that Japan's army was stationed in Siberia for the maintenance of peace and order as a friend of Russia. He emphasized the necessity of suppressing disorder in any form for the sake of restoring peace for a friendly neighbour.—*Reuter*.

INTIMATIONS

HONGKONG DOG, CAT, POULTRY & PIGEON SHOW, 1919.

Exhibitors are reminded that Entries Close to the undersigned on SATURDAY, April 5th.

G. W. GEGG,
Hon. Secretary and Treasurer,
Hongkong, April 3rd, 1919. [603]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER

Queen's Road Central, Telephone No. 2332.

FAVOURED with instructions from The Concerned, will sell by Public Auction TO-DAY (FRIDAY), April 4th, 1919, at 2.30 P.M., at his Sales Room,

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—
Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror Wardrobes, Hat Stands, Dining Chairs, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Sets, Electric Reading Lamps, Cabinets, Sideboards and a long line of Sundries.
Catalogues will be issued.
Terms—Cash on Delivery.
Hongkong, March 31st, 1919.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER

Queen's Road Central, Telephone No. 2332.

HAVING been Favourable with instructions from The Concerned, will sell by Public Auction at his Sales Room on SATURDAY, April 12th, 1919, at 11 A.M.,

The well known Steam Launch "KUNG HONG" as she now lies in Hongkong Harbour.
Gross Tonnage 185.29
Net 67.27
Length 114.7
Breadth 21.3
Depth 9.6
Ingeeting order, conditions of sale and all particulars may be had from the Auctioneer, or from Mr. P. W. GOLDING Solicitor.
Hongkong, April 1st, 1919. [594]

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of April, 1919, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Shaokwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot	Boundary Measurements	Controlling Square Feet	Annual Rent	Upset Price
1	114.7 feet by 21.3 feet by 9.6 feet	2,700	80	4,650

[601]

PUBLIC AUCTION.

The Undersigned have received instructions from THE CHINESE GOVERNMENT SALES REVENUE DEPARTMENT to sell by Public Auction,

On FRIDAY, April 26th, 1919, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

The Steam Vessel "KUNG CHING" as she now lies between Kowloon Ferry Pier, and Rola's Wharf, Kowloon.

HULL—Teakwood.
Length—136 feet.
Beam—18 feet.
Draft—3 feet 6 inches.

ENGINES—Two sets of compound surface condensing engines, with cylinders 11 1/2 in. by 24 in. in stroke. Separate condenser.

BOILER—One cylindrical, multitubular, marine type boiler. Length 10 feet 6 inches. Diameter 10 feet 6 inches.

Working pressure 150 lbs. per square inch. Laying-up orders and further particulars may be had from the undersigned.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 31st, 1919. [600]

PLACE YOUR ORDERS EARLY

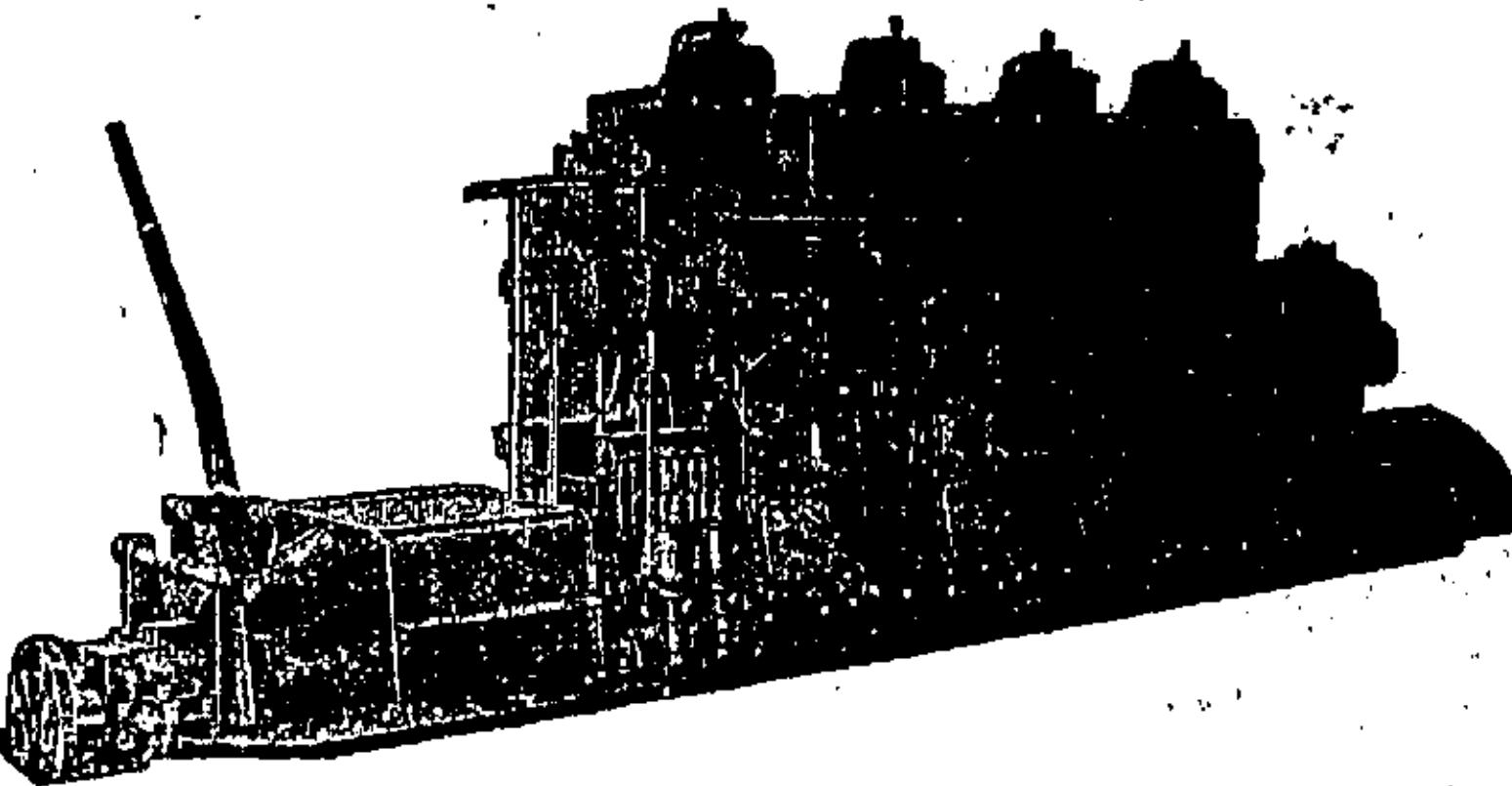
for
LANTERNSfor
PEACE CELEBRATIONS.

JAPANESE RED LANTERNS.

	8 inches	11 inches
Per Case of 500	\$35.00	\$50.00
Per 100	7.50	11.00
Per dozen	1.00	1.25

CANDLES, to burn about five hours,
can be supplied at \$2.40 per 100.

PRIORS NETT-CASH ON DELIVERY.

LANE, CRAWFORD & CO.**J. & C. G. BOLINDER'S CRUDE OIL ENGINES**The Engine for economy and reliability. The Engine that is NOT a Diesel.
The Engine with invisible exhaust. The Engine that is NOT a Semi-Diesel.**THE ENGINE THAT IS THE BOLINDER AND THE STANDARD
FOR HOT BULB ENGINES.**

With and without waterdrip. Yearly output over 70,000 B.H.P.

Stocks kept. Spares always on hand.

Deliveries can now be made.

Also

DELCO-LIGHT.The standard of self contained Electric Plants for Bungalows, Motor Yachts, etc.
Machines in Stock for 47, 16, C. P. Lights up to 250, 16, C. P.
Automatic and Works entirely on KEROSENE.

Sole Agents for the East:

W. G. HUMPHREYS & CO.

Machinery Department, Hongkong.

Cable Address: "ARBON".

A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well being is a sound investment. Good health, undoubtedly, is one of the greatest assets a man or woman can possess for without it none can be at their best physically or mentally. Many good health, the joy of life is dimmed. Beecham's Pills are a paying investment for all who desire to promote and maintain good health. It is wise to have recourse to this wonderful specific on the first signs of indisposition. When the stomach is disordered, when the appetite is poor, when the bowels are irregular, the liver sluggish or you feel generally out of sorts you cannot do better than take a few doses of this world-famous medicine. You will certainly benefit. There are ample returns in health and satisfaction for all who invest in "the remedy of."

Beecham's Pills

Prepared only by THOMAS BEECHAM, St. Helens, England.

Sold everywhere in boxes, price 9d (36 pills) 1/1d (36 pills) & 2/9 (108 pills).

**"MONTERRAT"**
LIME FRUIT JUICE
A good drink with a good flavour.
IT COOLS THE BLOOD
AND KEEPS YOU FIT.

OBTAINABLE FROM THE STORES.

SEAMEN'S INSTITUTE.

31, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are now OPEN after extensive repairs. Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Room.
Sleeping Accommodation—33 Cabins and 70 Beds in Dormitories.
All men of the Mercantile Marine, R.M. Navy and Army are welcome to use the Institute.
MANAGERS.

Messrs. FRANK WATERHOUSE

& Co.'s

PACIFIC PORTS

Trade & Service Bureau.

11, Ice House St.

Tel. 606.

MINE-OWNERS' CASE.

REPLY TO FEDERATION.

RAISING THE COST.

The following statement was issued on February 17th by the Monmouthshire and South Wales Coal-owners' Association upon the application of the Miners' Federation of Great Britain for increased wages and reduced hours:—

This statement deals principally with South Wales alone in regard to the issues that are raised by the Miners' Federation of Great Britain in the manifesto which they published on Thursday last, stating their case for the refusal of the offer of the Government. The manifesto contains many assertions, both on points of fact and of principle, which bear directly on the position in the South Wales coalfield, and in this statement the purpose of the coalowners is to examine these assertions in the light of the experience of the industry in this district since 1914.

In the introductory part of their manifesto the Miners' Federation of Great Britain state that the application for a 30 per cent. increase of wages is not wholly based upon the increase in the cost of living, but with a view of raising the standard of living amongst the mining community, and it adds that the wages of miners have been increased on only three occasions during the war to meet the increase in the cost of living. In order that the exact significance of this application for a 30 per cent. increase in wages may be realised, it should be pointed out that the 30 per cent. is to be calculated, not on the standard rates, but on the actual earnings, including present percentages. This means an increase of about 46 per cent. on standard rates. Another feature of it is the inequality of its results, for the yield would be highest in the case of the miners at present receiving the highest wages, and smallest in the case of those receiving the lowest wages. Thus, a collier who at the present time may be earning on piece rates in a full week of six days over £8 per week would get an extra £2 8s. per week, while a labourer at present earning a minimum of 6s. 6d. would get an extra 19s. 8d. per week. But what the owners desire to point out chiefly is that wages in the South Wales coalfield have been increased on more than three occasions during the period of the war. The variations since 1914 have been as follows:—

	INCREASE.	DECREASE.
1915—May 3rd	17 1/2 per cent.	
August 1st	18 1/2	
December 1st	22 1/2	
1916—June 1st	22 1/2	
December 1st	22 1/2	
1917—September, 17th.	War wage of 1s. 6d. per day for adults and 9d. for boys.	
1918—July 1st	Second War wage of 1s. 6d. per day for adults and 9d. for boys.	

The percentages have been stated on 1879 basis, in order that they should be uniform to the increase of 17 1/2 per cent. on these rates granted by the Government through the local Conciliation Boards to meet the increase in the cost of living. It will thus be seen that in this coalfield the wages have been increased on no fewer than six occasions since the outbreak of the war. The effect of these advances on the minimum wage-earning power of miners in the South Wales coalfield have been shown in the communications issued by the association to the Press in January last, but the fact may be recalled that they showed increases in the weekly minimum wages of underground day-wage men varying from 87 per cent. to 200 per cent., while in the report of the Lord Summer Committee appointed by the last Government to inquire into the actual increase in the cost of living to the working classes, it was estimated that, in September, 1918, the increase was about 90 per cent. Although prices are at present showing a declining tendency, the level of prices during November and January was slightly higher than it was in September, but in the opinion of the coal-owners the proposed cut of 10 per cent. is more than proportionate to such increases in prices, and was, in any case, met by the high level of wages in this coalfield.

It is also to be pointed out that the potential earning power of the miners in this coalfield is greater than the actual earnings, and that the loss in wages through avoidable absenteeism is considerable. During the period extending from the quarter ending September 15th, 1917, to January 15th, 1919, approximately 5,000,000 shifts, representing a wage value of at least £3,500,000, was lost by voluntary absenteeism from work, and the coal-owners consider that this fact should have great weight when the claim is made for higher wages in order to raise the standard of living, for if high wages are to mean less regularity in attendance of work they will not merely fail to improve the standard of living but also tend to the impoverishment of the nation in the supply of one of its own vital commodities.

In another paragraph the manifesto disputes the contention of the Government that a thirty per cent. increase in wages must so advance the price of coal as to have a prejudicial effect upon the economic life of the country, and urges that the present high price of coal has been partly due to the increase in the cost of material; and that the Government are paying private landowners for home-grown timber a figure between 300 per cent. and 400 per cent. above the pre-war price of imported timber. The South Wales coal-owners do not dispute the fact that the increase in the price of coal has been partly due to the rise in the cost of materials as well as in the

cost of labour, but they desire to emphasise the fact that the chief cause of the increase in price has been the enormous increase in the amount paid to labour. Between 1914 and 1918 the cost of stores has increased from about 2s. 10d. per ton to about 8s. 10d. per ton, calculated upon the output of large coal, but on the same basis the cost of labour has increased from about 11s. 8d. to over 26s. per ton, or by over 14s. 3d. per ton as compared with 8s. per ton in the cost of stores. It is true that the chief item in the enhanced cost of materials is the rise in the price of pitwood, but it is a travesty of the facts to say that the Government are paying private landowners between 300 per cent. and 400 per cent. above the price of pre-war imported timber. What private landowners are being paid for their timber for pit purposes is from 20s. to 30s. per ton, as compared with from 15s. to 17s. per ton c.i.f. to the foreign grower of pitwood before the war, and as compared with the present price of over 40s. paid to the foreign grower. The Government have fixed a uniform maximum price of 68s. for both home and foreign-grown timber, but the difference between the 20s. to 30s. paid to the owner of home-grown timber and the 68s. is absorbed by all the different charges incidental to the transport of the timber from the forest to the colliery.

The suggestion that high prices for coal do not prejudice industry and commerce is belied by universal experience, and we may recall the fact that in 1903 the miners themselves actively co-operated in demanding the repeal of the 1s. export tax on coal imposed by the late Lord St. Aldwyn to meet the cost of the Boer War, purely on the ground that it was reacting injuriously on the coal export trade, and therefore on the interests of the miners employed in the coal-exporting coalfields of the country. In 1912, again, the effect of the rise in price caused by the export tax to meet the cost of the Boer War, purely on the ground that it was reacting injuriously on the coal export trade, and therefore on the interests of the miners employed in the coal-exporting coalfields of the country. In 1912, again, the effect of the rise in price caused by the export tax to meet the cost of the Boer War, purely on the ground that it was reacting injuriously on the coal export trade, and therefore on the interests of the miners employed in the coal-exporting coalfields of the country.

FOUR AND A HALF HOURS' WORK.—In the paragraph dealing with the hours of work and the demand for a six-hour day the manifesto states that the average working day at present is nine hours, that the concession of the hour and a half, purely on the ground that it was reacting injuriously on the coal export trade, and therefore on the interests of the miners employed in the coal-exporting coalfields of the country.

The reply of the coal-owners to these statements is that in the South Wales coalfield the average effective working day for pieceworkers is at present only six and a half hours, that the concession of the miners' demands would reduce the effective working time to only four and a half hours, and that, notwithstanding the improved method of production introduced into the coalfield since the passing of the Eight Hours Act, there has been a decrease in the output per person employed underground and surface from 280 tons in 1906 to only 224 tons in 1918. Even in 1913 the output per person was only 243 tons. It is the period of working time devoted to the actual production of coal that counts in any system involving a statutory limitation of working hours, and the coal-owners are convinced that the results of a four and a half hour effective working would be disastrous.

The question of the condition of demobilisation is a matter primarily between the Government and the Miners' Federation, but with regard to this question the coal-owners consider it necessary to point out that they entered into an agreement with the accredited representatives of the South Wales Miners' Federation on the Conciliation Board, providing for the immediate reinstatement of all the demobilised men and the dismissal only of such of those workers who had entered the mines during the period of the war as might be necessary to provide room for the discharged soldiers and sailors.

The coalowners regard the question of nationalisation as a matter which is only capable of satisfactory treatment after full information in regard to its possible bearing on the industrial, commercial, and political life of the nation as a whole; but they believe that they are interpreting public opinion accurately when they state that the experience of State control during the past four or five years is in itself a convincing argument against the interference of the Government with business; while they do not hesitate to declare that, had it not been for the services of men possessing knowledge and experience in the mining industry and in the coal trade, and the check which this knowledge provided against bureaucratic incompetence, employment in the coalfield would have been much more irregular and the loss of trade far greater than it has been.

DOVER AND THE WAR.

It was reported at a recent meeting of the Dover Town Council that 4,000,000 Overseas troops and 1,250,000 wounded men had passed through the port during the war. Dover was the only port taken over entirely by Government for war purposes. Complaint was made that, although Southampton Harbour finances have been put in pre-war conditions by the Government, Dover Harbour finances are £40,000 worse than in 1913.

WISEMAN, LTD.**TEA DANCE**

TO-DAY

Friday, April 4th.

D. M. GOODALL.

MANAGER.

TELEPHONE 407.

FURS AND CARPETS.

Save your furs and Carpets by storing them in our Cold Stores for the summer months.

For particulars as to packing and rates apply to—

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about APRIL 12th, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel when available, secured before departure from Hongkong.

Six and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.

Post Box 113, 22, Des Vaux Road Central, Hongkong, April 1st, 1919.

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"SLAVIC PRINCE"

Captain Thomas Burgh, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, April 4th, 1919, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after April 7th, 1919, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by SHEWAN, TOMES & CO., Agents.

Hongkong, 31st March, 1919.

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA" VOY 11-OUT.

FROM SAN FRANCISCO, HONOLULU

JAPAN PORTS AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 1st, 1919, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after April 3rd, 1919, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,

Alexandra Buildings, Hongkong, March 27th, 1919.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DUNERA"

Arrived Hongkong on March 31st, 1919.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.

Post Box 113, 22, Des Vaux Road Central, Hongkong, April 1st, 1919.

NOTICE TO CONSIGNEES.

"TIJIBODAS"

Arrived Hongkong on March 31st, 1919.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.

Post Box 113, 22, Des Vaux Road Central, Hongkong, April 1st, 1919.

NOTICE TO CONSIGNEES.

"CHUN FANG"

Arrived Hongkong on March 28th, 1919.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.

Post Box 113, 22, Des Vaux Road Central, Hongkong, April 1st, 1919.

NOTICE TO CONSIGNEES.

"CHENGTOU"

Arrived Hongkong on 30th March, 1919.

FROM STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.

Post Box 113, 22, Des Vaux Road Central, Hongkong, April 1st, 1919.

SHIPPING NEWS

ARRIVALS.

April 2nd.
Tijuanas, Dutch str., 3,000 tons, from Java, with a cargo of sugar. J.C.J.L.
April 3rd.
Chingchou, British str., 1,103 tons, Capt. Jas. Doyle, from Saigon, which port she left on March 20th, with a cargo of rice, Shewan, Tomes & Co.
Chenan, British str., 1,351 tons, Capt. H. E. Laver, from Shanghai, which port she left on March 30th, with a general cargo. B. & S.
Chongou, Chinese str., 658 tons, Capt. H. J. Weatherhead, from Pakhoi, which port she left on March 31st, with a cargo of coal. Hing Lee & Co.
Kaga Maru, Japanese str., 5,907 tons, Capt. Segawa, from Liverpool, with a general cargo. N.Y.K.
Kuro Maru, Japanese str., 7,850 tons, Capt. Nakamura, from Shanghai, which port she left on March 31st, with a cargo of wheat. M.B.K.
Persia Maru, Japanese str., 2,080 tons, Capt. M. Kondo, from Nagasaki, which port she left on March 31st, with a general cargo. Toyo Kisen Kaisha.
Protetians, British str., 6,188 tons, Capt. Read, from Singapore, which port she left on March 20th, with a general cargo. Butterfield & Swire.
Sakurajima Maru, Japanese str., 860 tons, Capt. Skinaga, from Wuhu, which port she left on March 29th, with a cargo of rice. M.B.K.
Sarachi Maru, Japanese str., 1,777 tons, Capt. S. Noda, from Hiro, which port she left on March 25th, with a general cargo. M.B.K.
Lienching, British str., 1,049 tons, Capt. Muir, from Saigon, which port she left on March 30th, with a cargo of rice. Kong Yuen.
Tijmanok, Dutch str., 3,510 tons, Capt. A. W. La Roon, from Dalny and Amoy, which latter port she left on April 2nd, with a general cargo. J.C.J.L.

CLEARANCES.

April 3rd.
Henriettes, for Singapore.
Chenan, for Canton.
Hanamet, for Saigon.
Kaga Maru, for Shanghai.
Kuro Maru, for London.
Kung Ping, for Shanghai.
Kwei Chow, for Canton.
Kaga Maru, for Takao.
Sakurajima Maru, for Canton.
Sarachi Maru, for Shanghai.
Taiwan Maru, for Singapore.
Tak Sang, for Haiphong.
Puk W'u, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. Kaga Maru, on April 3rd:—
Mr. A. D. Hutchison, Mr. A. G. Jeffress, Mrs. Stella Jeffress, Mr. J. A. Thomas, Mr. T. F. Coffa, Mr. H. Crombie, and Miss Maria Cordero.
Per s.s. Kaga Maru, on April 3rd:—
Mr. and Mrs. D. Landsborough, Mr. C. C. Bok, Mr. and Mrs. Low, How, and Mr. P. P. Chient.

SHIPPING ITEMS.

The Nan Sang which arrived here from Sandakan on Wednesday reported that she passed a derelict junk N.E. of Waglan.
The P. & O. Co.'s s.s. Cheongching left Singapore for this port on the 1st inst., and is due here on the 8th inst., at about daylight.

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE COMPANY'S CHARTERED STEAMER

"KEY WEST"

will be despatched for Vancouver, B.C., via Manila and Japan Ports, on or about APRIL 16TH.

For Freight and further information apply to—

J. H. WALLACE,
General Agent.
1880

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAID.
MANILA ... "LOONGSANG" Fri., 4th Apr. 3 p.m.
STRAITS & CALOUTTA ... "KUMSANG" Sat., 5th Apr. 3 p.m.
KORE ... "SUISANG" Tues., 8th Apr. 11 a.m.
SHANGHAI ... "WINGSANG" Tues., 8th Apr. 11 a.m.
SANDAKAN ... "MAUSANG" Thurs., 10th Apr. Noon.
MANILA ... "YUENSANG" Fri., 11th Apr. 3 p.m.

CALOUTTA LINE:—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated on the schedule.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Labud Datu.

YUENSANG LINE:—A regular service is run from March to October between Hongkong and Shanghai, calling at Swatow and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description signed thereto.

For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
Telephone No. 215. General Managers.



THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to—
JARDINE, MATHESON & CO., LTD.
Telephone No. 216. Agents.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND F.W. DISCOUNT AGENTS, BATHURST, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "PACIFIC TRAVELERS' GAZETTE" containing full particulars of all the world's ports and routes will be forwarded free on application.
Telegraphic address "COUPON".
THOS. COOK & SON.
Telephone No. 214.
(Hongkong Hotel Building, corner of Filder Street and Des Voeux Road, HONGKONG.)
Also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office:—27, GUDGATE CIRCUIS, LONDON, E.C.

P. & O. - BRITISH INDIA & AFAR LINES

(COMPANIES incorporated in ENGLAND).

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NELLORE"	27th April	2nd June	10th June

FOR BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	13th April	1st May

FOR SHANGHAI, MOJI, KOBE, etc.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1... REGULAR SERVICE FOR
NANYO MARU No. 2... FREIGHT BETWEEN
NANYO MARU No. 3... HONGKONG, BANGKOK
SODEGAURA MARU... AND OR
KYODO MARU No. 13... SINGAPORE.
TAMON MARU No. 1...
ASOSAN MARU...
CHEIAN MARU...

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,
AGENT,
Top Floor, King's Building.
113

TEL. 140 and 155.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

For further particulars apply to—
OHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.
Telephone No. 13.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO. TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN
AND SEATTLE.

S.S. "SENATOR"

sails for Seattle—April 20th.

FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.

Telephone 2885.

Fifth Floor, HOTEL MANSIONS.

CANADIAN PACIFIC OCEAN SERVICES LIMITED



PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER

via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	From Hongkong	Arrive Vancouver.
"MONTEAGLE"	5th April	29th April.
"EMPEROR OF RUSSIA"	1st May	19th May.
"EMPEROR OF JAPAN"	14th May	4th June.
"EMPEROR OF ASIA"	29th May	19th June.
"MONTEAGLE"	10th June	4th July.
"EMPEROR OF RUSSIA"	29th June	14th July.
"EMPEROR OF JAPAN"	9th July	30th July.
"EMPEROR OF ASIA"	24th July	11th August.
"MONTEAGLE"	15th August	8th September.
"EMPEROR OF RUSSIA"	21st August	8th September.

"FARES—HONGKONG TO EUROPE"

"EMPEROR OF RUSSIA" "EMPEROR OF ASIA" ... Gold \$491.00
"EMPEROR OF JAPAN" "MONTEAGLE" ... Gold \$436.00
Payable in local currency at demand rate on New York.

For particulars regarding passage fares, callings and rates of insurance, apply to the General Agent, Passenger Dept., P. & O. STEAMSHIP CO., Ltd., 22, Des Voeux Road Central, HONGKONG.
For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West India, apply to P. & O. STEAMSHIP CO., Ltd., 22, Des Voeux Road Central, HONGKONG.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOK	SHANGHAI		4th Apr.	JAVA
TJIPANAS	JAVA		20th Apr.	JAVA
TJILATJAP	JAPAN	5th Apr.	6th Apr.	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
York Building, 1st Floor. Telephone No. 1874.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
All Steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN,
General Managers,
York Buildings.
Telephone No. 1874.

SHIPS
ENGINES
BOILERS
MOTORS.

TAIKOO DOCK

Graving Dock
70ft. by 20ft. by 14ft. 6in.
Pumps slipway 14ft. 6in.
Ramps up to 400 tons
Electric Cranes lifting up to 100 tons.

Shipbuilders
Marine Repairs
Sulphuric Acid
and Mechanical Engineers.

Agents for the Straits Settlements and F.M.S. Colonies
Messrs. J. H. Matheson & Co., Ltd., 22, Des Voeux Road, HONGKONG.
General Managers, Telephone No. 215.

The Taidoo Dock and Engineering Co., Ltd., 114, Robinson Road, Singapore.
Agents, Telephone No. 215.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELJERMAN" LINE.

(FLEISCHMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON AND ANTWERP ... "CITY OF BRISTOL" April 18th.
LONDON AND ANTWERP ... "CITY OF COLOMBO" May 10th.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.

or to Messrs. & Co., Canton.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	On	At
SHANGHAI & TSINGTAO	"CHENAN"	On 8th Apr.	10 A.M.
TIENSIN	"KUROHAW"	On 8th Apr.	Noon.
SWATOW and HANGKOW	"LANGCHOW"	On 7th Apr.	10 A.M.
MANILA, CEBU & ILOILO	"SHANSI"	On 8th Apr.	Noon.
SHANGHAI	"SINKIANG"	On 8th Apr.	Noon.
SHANGHAI	"SUZYANG"	On 10th Apr.	Noon.
WEIHAIWEI, CHEFOO and TIENSIN	"HUIKOW"	On 10th Apr.	Noon.
SHANGHAI and TSINGTAO	"YINGHONG"	On 13th Apr.	10 A.M.
SWATOW and HANGKOW	"CHANGHONG"	On 14th Apr.	10 A.M.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

TELEPHONE 25

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... SUNDAY, 6th Apr. at 11 A.M.
"AMOI" ... Amoy Passengers Only.

"HAIKAT" ... Capt. A. H. Stewart ... FRIDAY, 11th Apr. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFFRAK & CO.,
General Managers.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

TO STRAITS, JAVA, BURMA, CEYLON, INDIA, "PERSIAN GULF", WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at MARSEILLES about	Due at LONDON about
NELLORE	27th April.	2nd June.	10th June.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about
DUNERA	12th April	1st May

SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG about
------	----------------------

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	KAGA MARU ... 12,300 tons	4th Apr. at 11 A.M.
NAGASAKI, and KOBE		
SHANGHAI, and KOBE		
LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU ... 15,980 Tons	4th Apr. at Noon.
MELBOURNE VIA MANILA, ZAMBOANGA, THURBURN, TOWNVILLE, BRISBANE & SYDNEY	IYO MARU ...	Sat. 10th Apr. at 11 A.M.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	NIKKO MARU ... 9,800 Tons	23rd Apr. at 11 A.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO		
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TENSHIN MARU ...	Wed. 9th April.
	TOYO MARU ...	Middle of April.
	RANGOON MARU ...	End on April.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† SUWA MARU ... Mon. 6th May, at 11 A.M.
‡ Omitting Manila & Koshu.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 292 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
PERSIA MARU	9,000	9th April
KOREA MARU	20,000	26th April, From YOKOHAMA
NIPPON MARU	11,000	28th April, From YOKOHAMA
SIBERIA MARU	20,000	28th May, From YOKOHAMA
TENYO MARU	22,000	5th May.
SHINYO MARU	22,000	21st May.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CHILE, BALBOA, CALLAO, ARIKA and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamer	Tons	Leave Hongkong
SEIYO MARU	14,000	May 3rd.
KIYO MARU	17,500	July 12th

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

TELEPHONE 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT" ... 20,000	On or about 7th April.
	"NERA" ... 10,000	do. 20th April.
	"SPHINX" ... 20,000	do. 20th May.

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ, PORT SAID ... "ANDRE LEBON" 20,000 ... On or about 9th April

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET.

Acting Agent, Queen's Building.

TELEPHONE 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON—Monthly direct service via Singapore and Port Said.
"ALPS MARU" ... Thursday, 3rd April.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"MITSUKI MARU" ... Monday, 7th April.

MARSEILLES—Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN, CAPE TOWN via SINGAPORE.
"HIMALAYA MARU" ... Saturday, 13th April.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"MITSUKI MARU" ... Monday, 7th April.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"LUZON MARU" ... Saturday, 6th April.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARABIA MARU" ... Thursday, 10th April.
"MANILA MARU" ... Saturday, 12th April.

HAIPHONG—Three times a month service.
"TAITOKU MARU" ... Friday, 11th April.

JAPAN PORTS—Moji, Kobe, Yokohama.
"KENKON MARU" ... Saturday, 12th April.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.
"SOSHU MARU" ... Thursday, 10th April, at 9 A.M.

For KEELUNG via SWATOW AND AMOY.
"KAJO MARU" ... Sunday, 6th April, at 10 A.M.

For sailing dates and further particulars please apply to—
M. K. YAMASAKI, Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.
S.S. "ECUADOR" ... Apr. 23rd, 1919.
S.S. "COLOMBIA" ... May 21st, 1919.
S.S. "VENEZUELA" ... June 18th, 1919.

For New York via the Panama Canal.

S.S. "ECUADOR" ... April 14th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 141 COMPANY'S OFFICE in Alexander Buildings, Chater Road.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" April 5th, 1919.

"CHINA" April 24th, 1919.

[An unsurpassed high-class passenger service.]

O. H. RITTEL, Freight and Passenger Agent, Prince's Buildings, Ice House Street, Tel. 1745

